

The Hongkong Telegraph

(ESTABLISHED 1881.)

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February 9 1915, Temperature 6 a.m. 71, 2 p.m. 77
Humidity 94, 77

February 9, 1914 Temperature 6 a.m. 58, p.m. 57
Humidity 74, 71

28246 日六廿月二十年寅甲

TUESDAY, FEBRUARY 9, 1915.

二拜禮 號九廿二英

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TO-DAY'S LATEST WAR TELEGRAMS.

TOTAL BRITISH CASUALTIES.

104,000 ALL RANKS UP TO LAST WEEK.

The Fighting in France.

Violent Infantry Action Proceeding.

[Router's Service to The "Telegraph."]

Total British Casualties.

Feb. 8, 4.45 p.m.
In the House of Commons, Mr. Asquith announced that the total British casualties up to February 4 amounted to 104,000 of all ranks.

Violent Infantry Action.

Feb. 8, 4.54 p.m.

A Paris communique states:—
There have been mostly artillery duels, but a violent infantry action has been opened by the Germans at Bigstalle. The latest reports are that our positions are maintained.
We made a successful coup de main on a German trench south-west of Carentan.
Elsewhere our artillery gained advantages and checked an infantry attempt northward of Messines.

French Report

(Havas Telegram.)

Feb. 7.

In Belgium it was a very calm day.
British troops carried a brickfield occupied by the Germans.
From Arras to Rheims artillery fighting prevailed, and we had a marked advantage. North of Beausejour we repulsed an attack.
From Argonne to the Vosges artillery fighting prevailed.

The Hodeidah Incident.

A telegram from Massoud says the Hodeidah incident is now closed. The British Consul has returned to the Italian Consulate and has since taken steamer for England.

(Official Telegram from the French Government, through Peking.)

The British occupied a brickfield between the canal and the Bethune-La Bassée road, one kilometre east of Guiney, taking 50 prisoners.

The German batteries, bombarded, north of Ecurie, a trench taken by the Allies on the 4th, but without delivering an infantry attack.

Artillery fighting prevailed from Arras to Rheims. The French troops destroyed machine guns north of Beausejour and repulsed an attack delivered by two companies of the enemy's infantry.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Lusitania Files Stars and Stripes.

Feb. 8, 1.40 a.m.

Passengers on the s.s. Lusitania, which arrived at Liverpool this morning, state that when off the coast of Ireland they received a wireless message from the Admiralty telling the commander to hoist the American flag. They accordingly sailed under it to Liverpool.

LATEST WAR TELEGRAMS.

The Use of a Neutral Flag.

Feb. 8, 12.50 a.m.

A Foreign Office statement declares that the British Government has always recognised the use of a neutral flag by a merchant ship for the purpose of escaping capture as legitimate, and involving no breach of International Law; but that to destroy a ship carrying a non-combatant crew and cargo, as Germany has announced her intention of doing, is nothing less than an act of piracy.

Turks Losing Heart.

Feb. 7, 1.15 a.m.

A Press Bureau message dated Cairo, February 7, says:—There has been no further fighting on the Canal. Besides the Arabs, a number of Anatolian Turkish soldiers are deserting and surrendering. They are despondent over the failure of the attack on February 2. Some state that they attempted to rejoin their regiments but saw German and Turkish officers shooting the runaways, so they thought it safer to surrender. None of the enemy in the recent fighting reached the west bank of the Canal except prisoners and four soldiers, whose escape has already been notified. No buildings at Ismailia were hit and no shells entered the town. Most of the enemy's shells dropped into Lake Timsh.

Fighting on the Vistula.

Feb. 8, 4.10 a.m.

A Petrograd communique says:—On the left bank of the Vistula and on the Bzura and Rawka fronts the cannonade continued on the 5th but the enemy did not take the offensive. We attacked them near the village of Kamion and made some progress against a stubborn resistance.

Fighting continues along the whole of this front.

Russians Make Big Captures in the Carpathians.

In the Carpathians we broke the enemy's resistance at three fortified positions near Meso Luborcz. We pursued the enemy for several versts, capturing 2,533 men and a number of guns.

Another Thousand Prisoners.

The communique proceeds:—Altogether over ten thousand prisoners and thirty-seven field and machine guns have been captured by us in this region since January 24. The attacks of the enemy, who crossed the Tusholka and Beskid passes on the 5th inst., have been repulsed with heavy loss, the enemy retreating in disorder. Our troops in Bukovina have gradually fallen back, holding the offensive of strong enemy forces in hilly positions. Nevertheless the fighting in the southern Carpathians and in Bukovina is proceeding in our favour.

We captured another thousand prisoners on the 4th inst.

British Capture German Position.

A Paris communique says:—Belgium is quiet. The British, near La Bassée, carried a brickfield one kilometre to the east of Guiney, where the Germans have hitherto maintained themselves. Elsewhere there have been only artillery duels, except an attack by half a battalion at Beausejour, which we repulsed. Thick fog prevails on the hills of the Vosges.

Enemy's Attacks Repulsed.

Feb. 8, 12.50 a.m.

A Paris evening communique states that the enemy on Saturday night delivered several small attacks in the region of Nieuport, all of which were repulsed. No report has been received regarding Sunday's operations, except that a bombardment of the northern quarter of Sionsen has taken place.

French Reports.

(Havas Telegram.)

Feb. 5.

French Government Stock now stands at Fr. 72.75. We strongly reorganised a trench conquered yesterday on the Arras-Lille Road. All Germans who occupied the same were either killed or taken prisoners.

Our artillery silenced the enemy's batteries near Arras, Albert, Peronne and Noyon in Argonne. The Germans attacked Bagatelle, where we retreated one hundred metres. Counter-attacking, we retook lots of ground beyond.

Feb. 6.

French stock now stands at Fr. 72.05. A communique reports that no infantry action took place on the 5th. From Arras to Rheims artillery fighting prevailed, with very good results for the Allies.

In the regions of Perthes and Massiges the positions remained unchanged.

In the Argonne and Woivre regions lively cannonading prevailed. Our artillery dispersed convoys and set 25 wagons ablaze.

(Official Telegram from French Government, via Peking.)

Feb. 7.

On the 3rd, the Germans showed great activity in Belgium. Our artillery silenced, east of Ypres and La Bassée, the throwing of enemy bombs and also batteries between Arras and Peronne. West of Lille and the Arras road the French blew up an enemy trench, and those who occupied it, all Germans, were either killed or taken prisoners.

LATEST WAR TELEGRAMS.

In Argonne there was a single German attack, which was repulsed.

A German aeroplane was shot down near Verdun.

On February 4, German attempts to leave their trenches at Notre Dame de Lorette were checked, about fifty corpses being left on the battle-field.

In artillery fighting between Arras and Rheims several German guns were wrecked.

An enemy captive balloon was shot down.

Contrary to German allegations, no French attack took place in the regions of Perthes and Massiges.

In Argonne and Woivre, artillery duels took place, in which we had marked advantage, dispersing convoys and setting a train of twenty-five wagons ablaze.

TELEGRAMS

OBITUARY.

MARQUIS OF LONDONDERRY.

(Router's Service to The "Telegraph.")

London, Received Feb. 8.

The death is announced from pneumonia of the Marquis of Londonderry, at the age of 62.

[The Marquis of Londonderry was President of the Board of Education, 1902-5, Lord President of the Council, 1903-5 and was Postmaster General during the negotiations for amalgamating the telephone systems in Great Britain. From 1886 to 1889 he was Lord Lieutenant of Ireland, and he took a prominent part in last year's Home Rule controversy. The heir to the title, extensive colliery interests and 60,400 acres in Viscount Castlereagh, M. V. O., member of Parliament (Conservative) for Maidstone and an officer of the Royal Horse Guards.]

MIMIC BATTLE IN KIEL CANAL.

American's Day With the German High Fleet.

A special correspondent of the New York Tribune sends from Kiel a long account of "a day with the Kaiser's Navy." He reports (says the Mail correspondent, who quotes the message) that the Germans appear to be placing great faith in a new "super-Dreadnought submarine," one of which, U 32, he was permitted to inspect while her commander recited a list of British super-Dreadnoughts which he hoped shortly to send to the bottom.

"I have some friends in the Ajax; that is, I had some friends in the Ajax," this officer said, "and I will be delighted to meet her, though the Lion, or Tiger, or even the King George will do if we do not see the Ajax."

Despite this kind of conversation, which appears to be general in Kiel, the correspondent says the "Germans are not over-elated." He was taken in a steam pinnace around Kiel Harbour, "where two little squadrons, one of eight Dreadnoughts and the other composed of an equal number of older battleships, were riding at anchor."

"The Battle."
A first lieutenant on the Markgraf invited the American visitor to the forward turret, where he proudly put his two 12in. guns through their paces. "An English Dreadnought about seven miles away," the lieutenant suggested. He then blew a whistle and the gun crews stood at attention.

tion. For the next ten minutes pandemonium reigned in the turret.

A touch of realism was added when one of the 12in. guns jammed, and when the lieutenant shouted a last desperate order, given when the whole gun crew had been put out of action, and a fresh lot of gunners swarmed up from below to take their places.

"I can fire a shot every twenty seconds; that is, each gun every forty seconds," the lieutenant explained. "All the 6in. guns on both sides of the Markgraf were in mock action. In the hospital wards other members of the crew were getting practical instruction in first-aid work, while the supposed seriously wounded were being carried in and placed on operating tables."

Elsewhere in the Dreadnought imaginary fires were being extinguished and men were being trained for every possible contingency.

In the Navy Yard.
The correspondent made a tour of the big navy yard, where 3,000 men are working by day and 3,000 by night. It was already dark, and work on turbine boiler building, and so forth, was carried on by the light of only a few small lanterns.

He notes as "most significant" the fact that work is "not being pushed in those fighting ships under construction which could not possibly be finished under a year, while the main effort is being devoted to those which could be in fighting trim in three months or less."

At Friedrichsort another 3,000 men are working night and day making torpedoes and torpedo tubes.

The correspondent says that all the officers at Kiel are looking forward to taking a part in the great deciding naval engagement. All are certain that it will come, and all equally scouted the idea that the German ships are afraid to come out to fight. None of the officers was, however, willing to hazard a guess when the big battle will take place.

Indian Shipping Intelligence.

The Sind Gazette, in announcing its inability to comply with the request of many readers that it should resume the publication of local shipping intelligence, intimates that it has authoritative ground for saying that it is very undesirable at the present juncture to publish shipping news in the press. Though a great deal has been achieved, the seas are not yet entirely free from the enemies' armed merchantmen, and a few cruisers are still left; one of the first things the enemy does on capturing a merchantman is to hunt in any newspapers on board for shipping news. Under these circumstances, the mercantile community will probably realise that it is chiefly in their own interests that such news is not published.

WEATHER FORECAST
CLOUDY
Barometer 29.93

TELEGRAMS

NEWS FOR BUSY MEN.

CONDENSED.

The total British casualties up to February 4 were 104,000.

Fighting continues along the whole front in the Carpathians.

The death is announced, as the result of an attack of pneumonia, of the Marquis of Londonderry.

On Saturday night the Germans delivered several small attacks in the region of Nieuport; all were repulsed.

No further fighting has occurred at the Suez Canal. Numbers of the enemy are deserting and surrendering.

The British near Li Bassée have carried a brickfield, where the Germans had hitherto maintained themselves.

None of the enemy who were engaged in the recent fighting have reached the west bank of the Suez Canal, except the prisoners and four soldiers.

The Russians have broken the enemy's resistance at three fortified positions in the Carpathians and captured 2,533 men and a number of guns.

Altogether over 10,000 prisoners and 37 field and machine-guns have been captured by the Russians in the Carpathians since the 24th January.

When off the coast of Ireland the Lusitania received a wireless message from the Admiralty to hoist the American flag and accordingly sailed under it to Liverpool.

NEWS.

Further notes on the crisis appear on page 4.

Hongkong has sent £139,130 to the Belgian Relief Fund.

Important matters were before the Sanitary Board this afternoon. General news and an article headed "Life in Antwerp" appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

A further instalment of the article on "Old Hongkong" appears on page 4.

The shareholders' meetings of the Union Waterboat Co. and the Hongkong, Canton and Maaso Steamboat Co. were held to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Kowloon Land and Building Co., Ltd. Meeting of Shareholders—noon.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

"The Grotesques," Theatre Royal—9.15 p.m.

Thursday, February 11.

Sale of Household Furniture—24b, Nathan Road, Kowloon.

G. P. Lammer—2.45 p.m.

Monday, February 15.

Italian Grand Opera Co.—Theatre Royal.

Saturday, February 20.

Half-yearly Meeting of Shareholders, Hongkong and Shanghai Banking Corporation—City Hall—noon.

Saturday, February 27.

Concert in aid of Allied Forces Tobacco Fund—Theatre Royal—8 p.m.

NOTICES

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European officials and merchants
in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.
Those who intend learning the
Chinese language are requested
to write c/o "Hongkong Tele-
graph" office or direct to No. 14,
Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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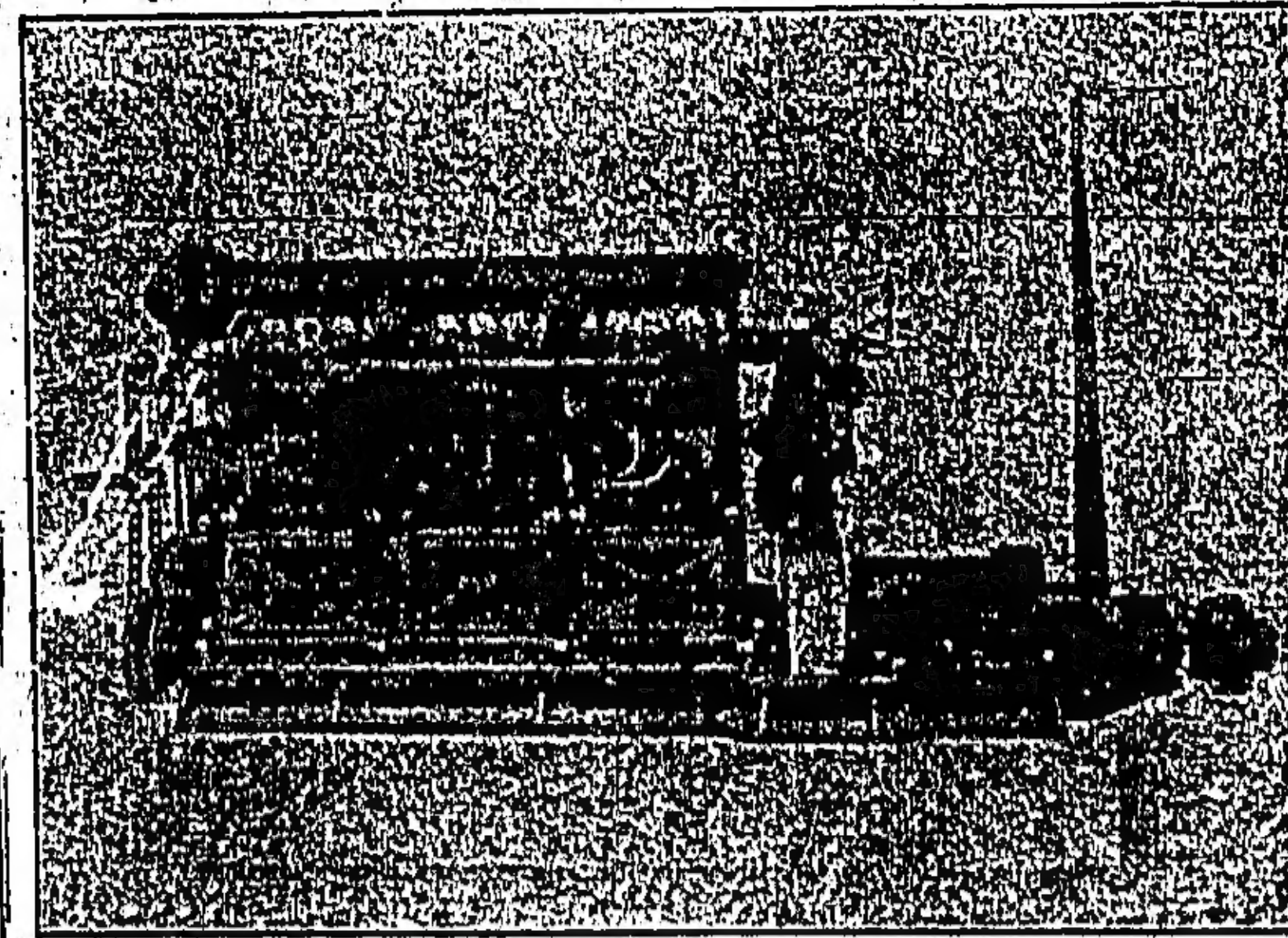
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OUR
CONTEMPORARIES.

South China Morning Post.

Waking Up.

Somebody has unearthed a copy
of a letter which was written by
Mezzini to Stanislaus Worcell in
November 1853, on the anniversary
of the Polish insurrection of
1831. In that letter Mezzini
spoke of the British people words
which might appropriately be
applied to-day. Stir up the Eng-
lish people, he says in effect; the
English people cannot be corrupt-
ed by the crooked and immoral
policy of Diplomacy. "Speak to
them of Duty. Tell them that
their actual duty is war; war for
the purpose of ascertaining
whether Europe is to be given
up defenceless to the successive
encroachments of despotism, or to
be the free, orderly, peacefully-
progressing God's Europe." Is
not that exactly what we are fight-
ing for to-day?

Daily Press.

Promoting Japanese Trade.

The recent announcement that
the Japanese Government is
sending commercial experts to
various foreign countries to
report upon the possibilities of
trade is not a step which has
risen directly out of the war in
Europe, but the possibility of
capturing a share of the trade
which was Germany's before the
war has naturally become one of
the chief objects in view. The
Okuma Cabinet from the moment
it came into office has aimed at
the development of the export
trade of Japan, so as to put an
end to the annual adverse balance
of trade, and in the first
half of last year the efforts
made gave good promise of
success. Then the war broke out
and trade—exporters as well as
imports—became interrupted to
an extent which made Budget
forecasts appear ridiculously
extravagant; but trade recovered
steadily as the German commerce
destroyers were themselves in
turn destroyed, and now the
Japanese Government is doing
everything possible to encourage
exporters to push their trade "so
that the adverse effect of the war
on the country's trade may be
minimised." Certainly while the
whole foreign trade of Germany
is at a standstill the exporters of
Japan, like the exporters of other
countries in a position to bid for
the trade, have an opportunity
which is not inaptly described as
"unique."

China Mail.

Verse Making in the Trenches.
The fervour of "lofty song,"
which has always flamed above
the smoke of battlefields, burns
anew, says a writer in the
Paris *Figaro* who calls atten-
tion to poems by Rostand,
Zola, and other notable poets
contributed to the columns of
that journal. Yet more striking
still, we are told, is the fact that
a great quantity of verse comes to
the *Figaro* day after day from
soldiers, nurses, and general
workers at various points along
the front. It is admitted that in
these efforts the expression does
not always measure up to the
subject. Yet, as Le Bruyere says,
"the writing of a book is a trade
in itself," so also, according to
the present writer, it is a trade
in itself "to cry out one's sorrow
and one's joy in the language of
Apollo, to drape with harmonious
phrases and winged phrases one's
hate or one's love." The souls
of these poets in action, he
explains, are overwhelmed with
emotion and their minds confront-
ed with such mighty happenings
that they are too strained to con-
ceive of them justly. Spontane-
ously as patriotic songs spring to
the lips of soldiers on the march,
poetry flows from the pen of every
Frenchman who tries to express
what he feels in the present
circumstances.

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GENERAL NEWS.

Big Salary for Baseball Player.
A Chicago baseball club has just engaged a player for two years at a salary of no less than \$3,200 a year.

Mining in Malaya.
The *Times of Malaya* states that at the end of last year nearly 30,000 fewer coolies were engaged in mining in the F.M.S. than at the end of 1913, a fall of about 25 per cent. of the total mining force held. The output diminished with attendant rise of prices.

An Old Offender.
In the United States Court for China, at Shanghai, last week, his Honour Judge Lobingier sentenced Peter A. Grimes to an additional one year's imprisonment for escaping from the custody of W. D. Kilgore, at that time the American Consul in Shanghai, in Japan. His Honour said the accused was an old offender, and in the conspiracy which resulted in his escape, the Court did not believe that he was the passive instrument he now claimed to have been. He was fourteen years older than his keeper, and much more experienced in crime than it would be most unnatural if he were not the chief mover in the affair. The penalty imposed was the maximum.

Sir Arthur Birch's Estate.
Sir Arthur Noas Birch, K. C., M. G., lately Agent to the Bank of England (Western Branch), formerly Acting Lieutenant-Governor of Penang, and Colonial Secretary and later Lieutenant-Governor of Ceylon, who died on Oct. 31 last, aged 77, left unsettled property of the gross value of £38,809, of which the net personalty has been sworn at £34,825. The testator bequeathed £2,000 to his son, Arthur Egerton Watts-Russell, stating he made no other provision, as he had succeeded to his grandfather's estate in Northamptonshire. He left his household and personal effects to his three children in equal shares, and confirmed the appointment of marriage settlement funds in favour of his children, Wyndham Lindsay Birch and Una Constance Pope-Bearnes, to whom he left the residue of his property.

A Lesson in Manners.
Sir Henry Howard will certainly not create so unfavourable an impression at the Vatican as did Count Herbert Bismarck, who was in attendance on the Kaiser when his Majesty visited Leo XIII. says an Exchange. When they reached the door of the Pope's audience-chamber the Emperor passed in and the Count tried to follow. A gentleman of the Papal suite motioned the Count to stand back, as etiquette forbids the presence of any third party at an interview between the Pope and a reigning monarch. "I am Count Herbert Bismarck," exclaimed the Emperor's aide-de-camp, and tried to force his way through. The suave Italian waved him back with the remark, "That may account for, but it does not excuse, your conduct."

Future Far Eastern Problems.
At the Conference of Educational Associations, held in the University of London, in an address on "Some Aspects of the Geography of China," Mr. P. M. Roxby, Lecturer in Geography at the University of Liverpool, said there were in the Far East at the present time problems, largely economic, largely political, which threatened to produce, in 20 or 30 years' time, perhaps sooner, a war as terrible as that now proceeding in Europe, unless public opinion in Europe and America, as well as in the Far East, was intelligently informed beforehand. The Chinese were on the whole one of the most anti-military peoples in the world; but the fear of Europe and Japan and the example of Europe were making them become more military. It was significant that the first work of the President was to reorganize the army. The relations between Europe and America on the one hand and the Far East on the other are going to create the most serious problem with which the world will be faced in the middle of this century.

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MOUTRIE'S.

LIFE IN ANTWERP.

Business of the Port All Vanished.

A correspondent who has had exceptional chances of seeing Antwerp life in all its aspects, has written the following account of the German occupation in its true colours:—

Out of a total population of some 400,000 inhabitants, it is estimated that about 200,000 have returned. These comprise mostly the middle-class, city employees, clerks, shopkeepers, small householders, and the labouring classes, who at the time of the bombardment of Antwerp, had fled to Holland and the Belgian sea coast towns. The wealthier class of citizens are still away, while in a few cases business men have come back, leaving their families in Holland or Great Britain. In the residential district many houses are still closed, and all along one sees notices on the front doors, that the keys are to be had at a neighbour's, or that the house is under protection of the German Government or of one of the foreign consulates. Of course, none of the British or French residents are in town. The restaurants and hotels are deserted by the Belgians; no places of amusement are open. Many shops are closed, and those which do business only open a few hours a day, as retail trade is dead. The banks are all closed except between 10 and 12, for safe depositors. Infantry, marines, Landsturm, in very shabby uniforms for the most part, are all about, mostly in the small cafes. At nine o'clock, German time, everything has to be closed, except the hotels or the places where the sordid carouse.

Several private buildings are occupied by the Germans as war and Government offices. At the end of October the merchants, warehousemen and forwarding agents were ordered to supply to the Intendant a complete inventory of any goods in their possession, indicating at the same time the nationality of the owners. In several instances the German officers have forcibly taken preserves, foodstuffs, automobiles, and other goods. All rubber, copper, wool, and cotton is requisitioned, and no distinction is made between goods belonging to neutrals and enemies. It can easily be imagined what a terrible state of affairs this brings about in business. The Belgian clients cannot pay on account of the moratorium, the German client puts off payment to the enemy, and there is no way of receiving payment from Great Britain or France, just as little as from the overseas countries. Many firms are bound to go down in this storm.

The stoppage of business will at the end of the year throw thousands of clerks on the streets, to swell the masses of unemployed labourers. The stillness of death reigns over our port. No carts loaded up with merchandise rumble noisily along the paving stones. Only now and then a train loaded with the wealth accumulated in the Antwerp ware-

houses passes by, bound on its way to Germany. Thousands of people are being daily fed at the soup kitchens opened by the Bureau de Bienfaisance. No money can be obtained from the savings banks or on bonds, stocks, annuities. Rents are not being paid, interest on mortgages is overdue, and still the tax collector comes round under the supervision of the German administration.

The forced rate of exchange of 1.25 francs for the depreciated German mark must be accounted, under threat of severe punishment for refusal. No effort seems to be made to reopen the post office; hundreds of bags of mails are undelivered since early October. Travelling is about as good as 40 years ago. The only rail communications are by way of Louvain to Brussels, a journey of about five to six hours, and to Holland by way of Rotterdam, a distance of about 20 miles, which it takes from two to three hours to cover. The number of trains is very limited, and often during two or three days these services are suspended. Many people prefer to go to Brussels by road. It is a unique sight to see the delivery wagons, furniture vans, brewers' carts and other conveyances with poster "Voyage Anvers, Malines, Vilvorde, Bruxelles," waiting in the Antwerp streets for their passengers, the drivers offering all sorts of inducements to their prospective clients, like electric footwarmers, free sandwiches, a free drink. This journey occupies the better part of a day. The fare is about 10 francs one way. People of smaller means take the electric car to Vieux Dieux and then foot it to Vilvorde, where they continue by electric car to Brussels. The total distance is about 30 miles, of which 20 is to be covered on foot.

Food supplies can so far be obtained by those who have ready cash. Bread, eggs, butter, milk, coffee, sugar have much increased in price. Meat, vegetables, potatoes, fruit are almost normal. Lard and bacon are very scarce. Live chickens are very cheap and can be bought at one franc apiece, but are very lean, as the peasants have no food for them. Fish, game, luxuries are fast disappearing. Matches and soap are at a premium; lamp oil is unobtainable.

Antwerp has to supply rations for 17,500 troops a day, and among the items worthy of note are a bottle of champagne for each officer, half a bottle of wine a day for each soldier, five cigars and cigarettes a day for each man. This upkeep will cost the city something like £12,000 a month. The reason given by the Germans for the levy of the war tax of £2,000,000 which Antwerp has to pay is the bad treatment the German civilians suffered at the outbreak of the war. The spirit of the people is not broken. They tolerate the presence of the German soldiers stoically, but they ignore them. On a street car, when a German officer or soldier is on the platform, the Belgian always manages to turn his back to him. Antwerp is not disheartened, but it is waiting to hear the thunder of the guns of the Allies.

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R. BLACK, Superintendent.
Hongkong, Feb. 5th, 1915.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 9, 1915.

BOOKS ON CHINA.

We are heartily glad to see, in the last *Times* Literary supplement received from Home, a fair and square condemnation of the tripper who will persist in giving his (or her) opinions on China to the world—or, rather, to that very tiny section of the world that ever troubles to read such outpourings. In a rather less than mercurial criticism of one such book, written by Mrs. Mary Gaunt, the reviewer observes:—

"How many books have been written about this land of China in recent years by men and women, whose imperfect knowledge of the language and customs of the people has necessarily prevented them from perceiving the real significance and relative values of the scenes and events they have described! How little has a generation of globe-trotting authors added to the first store of knowledge gathered for us by the first Jesuit missionaries, by Meadows, Fortune, Baber, and other wisely meditative writers of the pioneer period!"

Every one of our readers who has had an opportunity of comparing the modern travel-book with the older and standard works on China will, we imagine, readily endorse what the *Times* man has said, realising, as they must do, the justice of his complaint. Even to the people at Home who have travelled no farther than Cork or Boulogne, many of these books are more or less an insult; while persons out here will best avoid a needless display and expenditure of temper by not reading them, or else by treating them as a huge joke. After attempting to read many dozens of such works, we have arrived at the conclusion that there is hardly one volume on China, penned by the conventional traveller, that could not easily have been written in the reading-room of the British Museum by a person who had never been outside England. We remember being called upon, some few years ago, to review one such work, which certainly bore something of the imprint of having been written by a man who had stayed in China long enough to get some inkling of the native temperament etc. On subsequent enquiry, however, we found that the writer had spent one month in the East—and that in Hongkong! But even this particular book at least tried to cover subjects that had not already been "done to death," whereas the average work of the same class tells the people at Home absolutely nothing that they do not already know.

Some day, surely, the world will be so full of books on China that it can hold no more. Before the Revolution broke out, the globe-trotters were beginning to show signs of having realised this fact; but, alas, the Revolution gave a fresh spurt to a dying industry, and so the manufacture still goes on—nobody profiting, save a few publishers. Of course the average London publisher is a fair-dealing and honourable man, and will therefore, as a rule, warn those who wish to see themselves in print on the subject of China, that they are embarking on a very expensive voyage. It is therefore not just to blame the trade, for, as most of us know, the man—nay, it is generally the woman—who has been seized with the notion of writing such a book can be stayed by nothing short of lack of money. Such folk will risk almost their last cent in attempting to get their work on the market. If they must needs write—and we suppose, after all, it is their own affair, so long as they can afford to pay the piper—why at least not give China a rest? We have met men of high culture who have spent over thirty years in the East, and who decline to write about the Chinese—on the score that they do not know enough about them. Every established Hongkong resident will own that there are features of the Chinese character into which it is impossible for the Westerner to enter, and that, however long the Westerner may remain among the people of China, he will be lucky if he succeeds in getting to know any more about their mind, point of view and temperament, or even their manners and customs, than people in Europe knew a hundred years ago. Few of our readers—even those who have had the best possible opportunities of observing their Asiatic neighbours—would venture to put forth a book on the Chinese; but the average tripper will, it seems, never fully understand that a little knowledge makes a man or a woman an unpeppable nuisance.

English in Local Schools.

Judging from the Belilos School report which we published last Friday, a very distinct advance in the teaching of English is being made in that establishment. English and Chinese are now, it seems, being taught side by side—a very considerable improvement on the old system whereby pupils devoted the first seven years of their school life to the study of the vernacular, and only took up English during the last year, or two of their course. We note that in the three lowest classes, the official language of the Colony is taught for one hour a day, but that that time is gradually lengthened in succeeding classes till, in the highest, only half an hour a day is devoted to the vernacular. If a generous slice of the school working hours be necessary for English in girls' schools, it is still more so in those for boys; and we should bear with satisfaction that the maximum possible time was being allotted to this subject in all the boys' schools of Hongkong. The masters know, far better than outsiders can tell them, how the difficulties of their task are added to by the fact that, the moment their pupils are out of the class room, they revert to their mother tongue; and one often feels that if the results of the English-teaching in local schools are poor—and no one could call them anything else—the blame lies not with individual masters but with those in whose hands is placed the duty of drawing up the school time-tables.

The Sufferers.

We have remarked, a score of times, that a very large proportion of Chinese boys now studying in the various schools here are destined to become clerks to British firms or to native houses of business where a good knowledge of English is necessary. Most heads of British commercial houses will tell us that, in a number of cases, such boys—despite their possession of handsomely-printed Oxford Local certificates—take something like half a lifetime wherein to be usefully conversant with English; which means, of course, that the employers of such boys must suffer in one way or another. But we would like to hint that there are other sufferers by Hongkong's unsatisfactory educational methods; to wit: the professors and lecturers at the University.

English in the University.

Hongkong Chinese boys do not all go into commerce; many proceed to the University, with a view to taking a degree in Arts, Medicine or Engineering. How can those who are responsible for the lads' higher education hope to obtain satisfactory results if the lads themselves only understand half of what is said to them? The Arts course here includes a fairly wide knowledge of English literature. Can an undergraduate, who has a difficulty in analysing a complex sentence or in paraphrasing a verse of modern poetry, hope to shine when he is asked to explain a passage from Bacon's Essays or to convert a couple of stanzas of "The Faerie Queene" into every-day English prose? How, too, can a professor of Economics, Engineering or Anatomy hope to appeal to the intellect of his pupils, if half his remarks are going to be Greek to them? So long as boys go up with so ragged a knowledge of English, the University will be robbed of half its power to do the work for which it was intended.

Germans' Shipbuilding Haste at Kiel.

Berne, December 25.—A Milan telegram says that a correspondent of the *New York Tribune*, who visited Kiel, states that there are two squadrons there—one of eight Dreadnoughts, the other composed of eight vessels of various classes. Eight thousand workmen daily and 3,000 nightly are working solely on ships completable in three months. All other ship work is at a standstill. Therefore the correspondent anticipates a fight in the early spring. A further 3,000 workmen are engaged at Friedrichsort torpedo factory.

DAY BY DAY.

IT IS WORTH A THOUSAND DOLLARS A YEAR TO HAVE THE HABIT OF LOOKING ON THE BRIGHT SIDE OF THINGS.

The Weather.
Lower level 8 a.m. Temp. 73; dull.
At the Peak 8 a.m. Temp. 66; fog.

Count the Columns.
Yesterday the *Telegraph* published 33 columns of solid reading matter. To-day there will be 33 published.

The Mails.
French Mail.—Due per a.s. Chilli to-day.
Canadian and U. K. Mails.—Closed per a.s. Nippon Maru to-day at 9 a.m.
Siberian Mail.—Closed per a.s. Sado Maru to-day at 11 a.m.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.3-16d.
Company Meeting.
The meeting of shareholders in the Kowloon Land and Buildings Co., Ltd., will be held at noon tomorrow.

Not Come Back.
Mrs. Yuk Hing entrusted a Chinese youth with a \$100 bill to have changed into subsidiary coin. The boy has not yet returned.

Knocked Down by Tramcar.
A coolie has been admitted to the Government Civil Hospital suffering from injuries caused to his head by being knocked down by tramcar No. 45 in Des Voeux Road West.

Foggy Weather.
Incoming ships report experiencing very foggy weather. The Loongsang, which arrived to-day from Manila, reports dense fog 30 miles south-east of Waglan, while the Huichow, from Hoihow, reports moderate weather and, latterly, dense fog.

Fork Suspected.
The manager of a shop at 41, Connaught Road West, reports to the Police that on Nov. 30, 1914, \$2,600 was stolen from a safe by means of a duplicate key. He was away from the shop at the time and a foki, who has absconded, is suspected.

Pocket Picked.
A shopkeeper, of 152, Wing Lok Street, has complained to the Police that, while walking in Bonham Strand East, some person picked his pocket and stole a purse containing \$85 in money, a deposit note for \$5,350 and a passport for Cebu.

Queen's College Prize Day.
With reference to the annual distribution of prizes at Queen's College yesterday, a representative from the College this morning called at our office and stated that no invitations therefore were issued to the local Press, these being inadvertently overlooked owing to the illness of one of the masters.

New Factory.
It is notified by the American Consulate General that a widely-known American manufacturer is contemplating the erection of an underwear knitting branch factory in Hongkong, and seeks connections with Hongkong capitalists interested in such enterprises. The name and address can be obtained from the Consulate.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Gibb Livingston and Co., \$25; Java China Japan Lijn, \$25; W. R. Loxley and Co., \$25; J. D. Humphreys and Son, \$25; W. G. Humphreys and Co., \$25; Johnson, Stokes and Master, \$25; Linstead and Davies, \$25; A. R. Marty and Co., \$25; Holland China Trading Co., \$25.

"The Evolution of Germany."
The first of a series of three lectures on the above subject was delivered last evening at the R. A. Theatre by Commander Sussmann, of H. M. S. Tamar, whose present including His Excellency the Governor, Major General Kelly, Commander Anstruther and many naval and military officers. The discourse was of a most interesting character, and at its close the lecturer was thanked by Major General Kelly on behalf of those present. This evening at 8.30, the lecture will be on "The influence of the philosophical movement in Germany."

NOTES ON THE CRISIS.

THE DISHEARTENED TURKS.

The Case of the Lusitania Analysed.

We are not surprised to read that the Turks, who in considerable force attempted to cross the Suez Canal, are utterly disheartened at the failure of the effort. They have made the acquaintance first-hand of British fighting men, and we imagine they have no desire to renew it. How hopelessly they failed in their scheme is revealed by the fact that the only ones of the enemy to cross the strip of water were the prisoners, who, we may be certain, went over not of their own desire, and four other stragglers. The message dealing with the affair contains an interesting sidelight on the enemy's treatment of his soldiers. When it became clear that the Turks were worsted, some of the dependents who had made themselves scarce attempted to rejoin their regiments, but when they saw that the German and Turkish officers were shooting runaways they conceived discretion to be the better part of valour and preferred to trust themselves to the British rather than place themselves at the mercy of their own "superiors." With the latter there was no such spirit prevailing as to make the best of a bad job—they chose to wreak their fury on their own men. At any rate, it is enough for us that the attempt has ended in dismal failure, and that in spite of German encouragement and direction.

Dodging the Enemy.
Some interesting points are raised by the case of the *Gunard* liner *Lusitania*, which, on instructions from the Admiralty, has sailed into Liverpool flying the American flag. In view of the heartless manner in which Germany has been dealing with merchant shipping, the manoeuvre adopted in this instance was wise and discreet—more than that, it was thoroughly justifiable. This view will surely find all the reader acceptance when it is noted that in this particular case Germany apparently had given it out that she intended to destroy the ship, with its non-combatant crew and cargo.

The Only Course.
On the international aspect of the case, there is no reason that we know of why any ship during wartime should not fly whatever flag she chooses. In recent Prize Court proceedings in Hongkong it was admitted that the battleship *Triumph*, or any other warship, had a perfect right to fly the enemy flag in order to attract merchant shipping belonging to the enemy. With so much admitted, the converse surely holds good—namely that a merchant ship may fly any flag to escape the attentions of enemy warships. In fact, the procedure is more than ever justified in the latter instance, since merchant vessels have no such means of repelling an attack as have ships of war. Germany, in her latest mood, has revealed herself in the role of an unscrupulous pirate, and as long as she shapes her conduct on those lines it is the business of those who may possibly suffer to take any and every precaution to safeguard the lives of innocent and defenceless travellers on the seas.

ORGAN RECITAL.

Last evening, Mr. Denman Fuller gave another of his series of organ recitals, in St. John's Cathedral, at which there was a good attendance. The programme was very good and the manner in which the instrumentalist acquitted himself was worthy of all praise. Miss White sang "With verdure clad" in a most finished manner, and also "Come ye children," with the assistance of a quartette. The programme was as follows:—"Toccata and Fugue in D minor," Bach; "Meditation," Batiste; Air: "With verdure clad," Haydn; Miss L. White; "Harmonies du Soir," S. Karg-Elert; Tone picture, Grieg; Solo and quartette, "Come ye children," Sullivan; Miss L. White; soloist; Master T. Martin; Mrs. Goldsmith; Mr. N. Pullen; Mr. F. Bidden; "Prelude" F. Borowski.

OLD HONGKONG.

More Interesting History of the Colony.

(Continued from Saturday).

Hongkong was called upon to deal with the question of coolie traffic about this time, and the ball was set rolling with the introduction of a Bill for better securing the health of emigrants in Chinese passenger ships. The opposition to the Bill was based on the grounds that the atrocities perpetrated at other ports in connection with the matter were such as to call for the abolition of the coolie trade altogether. The Macao coolie trade was stigmatised as nothing short of a slave-trade in unhappy men who had been enticed or kidnapped away from their homes for the purpose of sale to Macao traders, and it was argued that the only way in which the English would place themselves in a position to remonstrate with Macao would be first of all to put their own house in order by doing away with the business altogether. A memorial was forwarded on the subject to the Governor, who remitted it to the Secretary of State and the Ordinance was never brought into force as it stood but subsequently re-enacted with certain alterations.

The Gambling Question.
Hongkong legislators must have been in a mood for spring cleaning at the time, and new brooms were got to work on many a matter which required a deal of attention. Consequently the question of gambling, which had been carried on in the usual manner that most vices are in a British community—not with the actual connivance of the authorities, but with careful ignorance of the matter—was taken up. Though the Government had only intimated a little while previously that it had no intention of introducing means of regulating gambling houses, provision was made by the introduction of clauses in a Bill dealing with the maintenance of order and cleanliness to enable the Government to frame rules and regulations.

Gaol-Birds on Gaol Staff.
The police force of Hongkong has not always been the fine body it is, and neither has the gaol staff. The inclusion of all sorts and conditions of men, and the scheme for the inclusion of gaol-birds, if necessary, during the early part of the history of the Colony, should tend to show what sort of force it was in the bad old days. Of the gaol staff, it might be said that a superintendent of the gaol was formerly a mate of a ship, with none too good a character, who was known at times to have allowed at least one of his charges to be present at a dinner party that he gave. That the superintendent met with his just dues must have been a matter for congratulation in a Colony where everyone seemed to do pretty much as he liked.

The Sikh Force.
A change came when the Sikh Police Force was introduced into Hongkong for the first time. An Assistant Superintendent in the Punjab Police had been appointed to Hongkong and, with the permission of the Viceroy of India, he raised a force of 108 Sikh Police for Hongkong. The men that they started with were of a good stamp, for most of them were the medals of the Mutiny and the China War. The experiment was so successful that the Deputy Superintendent of Police, in a few months, again went back to India, bringing further reinforcements, and the new institution gained a hold upon the affection of the authorities which it holds to the present day.
(To be continued).

Sir E. T. Cook as a Press Bureau Man.
The appointment of Sir Edward T. Cook, the well-known journalist, as one of the assistant directors of the official Press Bureau was welcomed in London as thoroughly satisfactory. He understands thoroughly what the public want, and what the public service in another sense requires, and may be counted upon to meet both demands with a broad-minded wisdom.

THE SANITARY BOARD.

Important Questions at To-day's Meeting.

At the usual fortnightly meeting of the Sanitary Board, held this afternoon, a letter was read from the Government forwarding correspondence relating to plague epidemics in Hongkong.

The letter, which was from the Colonial Secretary, read as follows:—"Sir, I am directed to transmit for the consideration of the members of the Sanitary Board the enclosed print of correspondence relating to plague epidemics in Hongkong, concluding with the report of the Medical Officer of Health on the effectiveness of the Clayton disinfecting apparatus."

The Government, as at present advised, proposes to act on Dr. Clark's advice.

Dr. Clark's Opinion.

The following is the report of Dr. Clark on the Clayton apparatus:—"The only report that seems to me to apply to conditions similar to those which obtain in Hongkong, is that from Col. W. G. King—a distinguished sanitary expert—and he comes to the conclusion that, for houses, the Clayton apparatus is not efficient in respect to cost. His experience has also been gained in India, and I am content to follow his advice and rely on our present method of procedure."

The Recent Election.

The following letter was received from the Government relative to the election of Dr. Fitzwilliams and Mr. P. W. Goldring:—"I am directed to inform you that at an election held at the Supreme Court on January 22, 1915, Messrs. G. H. L. Fitzwilliams, M.D., and P. W. Goldring, were duly elected members of the Sanitary Board."

The Water Carriage System.
The report from the Select Committee appointed to consider the whole question of the water carriage system was laid before the meeting.

Dr. Fitzwilliams minuted:—"I cannot agree with No. 1. of the committee's proposals. With regard to No. 3, I am of opinion that it would not be difficult, or even expensive, to abolish all openings of sewers in the harbour in the central district by means of a long culvert with terminal openings opposite Green Island on the one side and at some point well east on the other. The Select Committee have considered the existing arrangements, but I hold that a water carriage system in Hongkong does not exist."

BLUEJACKETS' BAIL RESTREATED.

At the Police Court, this morning, before Mr. F. A. Hazeland, two American sailors, J. Rhotenburg and D. Wendworth, should have appeared on a charge of being drunk and disorderly in Szumpan Street. They had been arrested but allowed out on bail of ten dollars each, and, on their failure to answer to their names, the magistrate ordered their bail to be restreated.

BELGIAN RELIEF FUND.

Handsome Donations from Hongkong.

The following donations have been sent Home to Lady Langard for the Belgian Relief Fund:—
Mr. Ho Tung...£100 0 0
Collected at a ladies' bridge tournament at Kingsclere (£168)...14 13 0
Sir Henry May...25 0 0
£130 13 0

COMPANY MEETINGS.

The Union Waterboat Co., Ltd.

(VERBATIM.)

The tenth annual general meeting of the shareholders in the Union Waterboat Co., Ltd., was held at the offices of the general managers, Messrs. Dodwell and Co., Ltd., this morning, when Mr. S. H. Dodwell presided. There were also present Messrs. J. W. C. Bonnar, and R. Shewan, directors; Messrs. A. Skelton, J. Owen Hughes, T. G. Weall, A. E. Crapnell, G. R. Edwards, A. Ritchie, T. Kusumoto, J. Jones, H. S. Bond, shareholders; and G. Morton Smith, Secretary.

The Secretary having read the notice convening the meeting, the Chairman said:—

Gentlemen,—The report and accounts having been in your hands for some time, I propose, with your permission, to take them as read.

The profits for the year under review amount to \$58,048.03 as against \$64,744.63 for the previous year. The falling off is due to the loss, since the commencement of the war, of supplies to German steamers and to the withdrawal for Government purposes of boats belonging to some of our regular customers, which we can only hope will be returned to their regular trades as soon as possible. A few of them, I may say, have already been returned. In the circumstances I believe you will approve of the course we recommend of carrying forward a larger sum than usual to the next account.

Your property has been well kept up during the year out of current revenue, and no damage has necessitated our encroaching on the special repairs or insurance funds. I am pleased to be able to report that one of our oldest wooden boats was sold last year at a satisfactory price, and a further one has since been disposed of this year. A new boat was ordered in the early part of the year and will be completed in about two months' time.

Your investments have been written down in accordance with the usual practice, and it is satisfactory to note that their book value to-day is below the present market value.

I think, gentlemen, there is nothing more for me to say, but before proposing the adoption of the report and accounts, I shall be pleased to answer to the best of my ability any questions you may desire to ask.

There being no questions, I beg to propose the adoption of the report and accounts as presented.

Mr. Owen Hughes:—I have much pleasure in seconding the adoption of the report and accounts, and I think we might congratulate in particular the general managers on the very satisfactory report which they have presented at this meeting, considering one-third of the year has been under war conditions.

The Chairman:—Well, gentlemen, I have proposed and Mr. Owen Hughes has seconded the adoption of the report and accounts as presented. Those in favour please signify in the usual manner. Those against? Carried unanimously. The only other business, gentlemen, is the re-election of an auditor.

Mr. Weall:—I beg to propose that Mr. A. O. D. Gourdin be re-elected auditor for the ensuing year at a remuneration of \$100.

Mr. J. W. C. Bonnar:—I beg to second that.

The Chairman:—It is proposed by Mr. Weall and seconded by Mr. Bonnar that Mr. A. O. D. Gourdin be re-elected auditor for the ensuing year at a remuneration of \$100. Those in favour? Against? Carried unanimously.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance; dividend warrants are now ready.

Hongkong, Canton and Macao Steamboat Co., Ltd.

The annual meeting of shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, was held at the office of the Company, Hotel Mansions, at noon to-day. The Hon. Mr. D. Landale presided, and there were

present:—Messrs. R. Shewan, P. H. Holyoak, H. W. Looker and Ho Tung, directors; W. E. Clarke, Secretary; Messrs. M. S. Northcote, F. Maitland, J. W. Bolles, H. Schluter, Ho Fook, J. Warren, D. Macdonald, C. Pemberton, and A. O. D. Gourdin, shareholders.

The Secretary having read the notice convening the meeting, the Chairman said, Gentlemen,—It is with feelings of great regret that your directors record the death of their late colleague, Mr. G. Frieledand, which occurred on the 12th of March last. The annual report and statement of accounts, with auditors' report attached, having been in your hands for the usual period, I will, with your permission, take them as read. The very poor result of the year's working can be accounted for by heavily increased expenditure in insurance rates, coal supply, portage bills, and to low exchange, and extra cost of carrying out the provisions of the Piracy Prevention Ordinances. These increased expenses have been coupled with severe competition on all lines throughout the year, and complete cessation of all cargo movement since the commencement of hostilities in August, as well as a large decrease in passenger traffic, due to the same cause and the restricted movements of river steamers by the port regulations. The military defence scheme for the Colony necessarily created these restrictions, which have forced us to adopt schedules of sailings and arrivals quite unsuited to our trade, with the result of paralysing the passenger traffic on the Canton line and diverting it toward the railway. The subject has been taken up by your Board and representations have been made by the Chamber of Commerce to the Government asking for some remedy where possible. There is a decrease in the number of passengers carried by the steamers of the joint service on the Canton line of 104,945, making a total of 279,463 on the Canton, Hongkong and Macao and Macao, Canton lines compared with the figures for the year 1913.

From the commencement of the year, till May, the Chinese section of the Canton-Kowloon Railway was accepting Canton notes at face value, with the result that Chinese could travel to Hongkong free and, by selling the return ticket, make a profit in the transaction. Our loss in exchange of subsidiary coins amounted to \$86,866.30. This is a very lean year, so you may imagine what it would have been if the earnings had been normal. Under clause 2 of the Commercial Treaty with China, signed at Shanghai on the 2nd September 1902, the Chinese Government undertook to reform their currency, and until they redeem this undertaking I can see no prospect of any permanent improvement which will prevent a repetition of such losses. In operating the Kowloon line, in order to check a row opposition on the Canton line, the Company incurred a serious loss.

Owing to the floods in country and the unsettled condition existing amongst the people generally, the West River joint services have been maintained at a loss during the year. Turning to the accounts, you will notice that Profit and Loss Account shows a debit balance of \$12,804.27, which we propose to carry forward. Your directors recommend that a dividend of 40 cents per share, or \$32,000, be paid out of Equalisation of Dividend Account. This, with the interim dividend of 50 cents, or \$40,000, already paid, makes a dividend for the year of 9 per cent. The audited accounts for the 1st half of the year's working showed a profit sufficient to warrant your Board in paying the interim dividend mentioned. The provision made from the 1913 account to meet the cost of the extraordinary repairs on the steamer Honam was well founded, and the amount has been debited to the Fund mentioned.

The value of steamers has been reduced by the amount of \$55,000, as provided for at the last meeting and now stands at \$1,357,000. Value of wharves, hulks and moorings, after writing down \$5,000, has been increased by additional cost \$21,247.84 of a jointly-owned wharf at Canton, balance for cost of the Company's dayboat wharf at Canton \$2,334.44 and balance of cost of extension of the Wing Lok wharf \$4,786.00.

Value of shares in public companies has been reduced by sale of \$202,465.50 in order to repay the balance of outstanding loan of \$190,000 with the Hongkong and Shanghai Bank and to defray cost of new wharves at Canton and balance of cost of extending the Wing Lok wharf, as already mentioned.

In the adjustment of the Fluctuation Account an amount of \$20,772 has been debited to that fund, which now stands at credit \$107,911.90.

Loans on mortgage remain the same, \$137,000, as at last meeting, and the properties have been surveyed and re-valued by the Company's surveyors, Messrs. Palmer and Turner. The loans advanced show a satisfactory margin of safety, with one exception. With reference to this particular property, I am now pleased to tell you that it has been disposed of and the full advance recovered.

The income from investments has automatically decreased by reduction in investments to meet the cost incurred in the natural line of our business. The steamer Taihan has fully justified and maintained our best anticipations.

With a return to normal times and conditions of trade, I hope the Company will resume its former position of moderate prosperity and, to that end, the shareholders may rest assured of the full support of your directors. For the ensuing year I am pleased to tell you that we have already been enabled to make some very satisfactory reductions in cost of coal, premium on marine insurance of our fleet and on other items of expenditure.

In conclusion, I would remind you of the past years of prosperous working, when you were in receipt of very satisfactory dividends while other steamship lines were working at a loss.

I cannot call to mind anything else calling for special mention, but should any shareholders require any further information, I shall have much pleasure in answering any questions.

There being no questions I will therefore now propose that the report and statement of accounts as presented be passed.

Mr. M. S. Northcote, in seconding, said:—While we deplore the unfortunate result of the past year's working, I am sure we realise the extraordinary difficulties with which our management have had to contend and have every confidence that with the cessation of the war the fortunes of the company will quickly regain their normal condition. I have much pleasure, then, in seconding the adoption of the report and balance sheet as presented.

The Chairman:—It has been proposed by myself and seconded by Mr. M. S. Northcote that the report and accounts as presented be passed. They are open for discussion. Those in favour, please signify in the usual manner. Against? Carried unanimously.

The Chairman:—The next business is the confirmation of the appointment of Messrs. H. W. Looker and Ho Tung as Directors. Mr. Maitland:—I have much pleasure in proposing the confirmation of the appointment of Messrs. H. W. Looker and Ho Tung as Directors. Those in favour please signify in the usual manner. Against? Carried unanimously.

The Chairman:—In accordance with the Articles of Association, I retire from the Board by rotation. Mr. Holyoak also retires, but, being eligible, we offer ourselves for re-election.

Mr. Maitland:—I have much pleasure in proposing Mr. Landale and Mr. Holyoak as directors. Mr. Northcote:—I have much pleasure in seconding that.

The Chairman:—The re-election of Messrs. D. Landale and P. H. Holyoak has been proposed by Mr. M. S. Northcote. Those in favour? Against? Carried unanimously.

The Chairman:—During the absence of Mr. W. H. Potts, the

accounts have been audited by Mr. F. Maitland. Mr. W. H. Potts having resigned, the Directors recommend the election of Mr. F. Maitland in his stead. I have much pleasure in proposing the election of Mr. Maitland as auditor.

Mr. Holyoak:—I have much pleasure in seconding.

The Chairman:—It has been proposed by myself and seconded by Mr. H. Holyoak that Mr. F. Maitland be elected auditor. All in favour? Against? Carried.

The Chairman:—The retiring auditors, Messrs. A. O. D. Gourdin and F. Maitland, offer themselves for re-election.

Mr. Ho Tung:—I have much pleasure in proposing the re-election of Messrs. A. O. D. Gourdin and F. Maitland as auditors for the ensuing year at a remuneration of \$40 each.

Mr. Bolles:—I beg to second.

The Chairman:—The re-election of Messrs. A. O. D. Gourdin and F. Maitland as auditors for the ensuing year, at a remuneration of \$400 each, has been proposed by Mr. Ho Tung, and seconded by Mr. Bolles. Those in favour? Against? Carried.

The Chairman:—That is all the business. Dividend warrants are now ready and may be had on application. I thank you for your attendance.

TO-DAY'S ADVERTISEMENTS.

WANTED.—Bowen Road (level), furnished or unfurnished flat, or small furnished house. Letters to be addressed "B.O." c/o "Hongkong Telegraph."

WANTED.—Experienced lady stenographer seeks temporary or permanent position. Apply "A" c/o "Hongkong Telegraph."

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DAIRY FARM NEWS.

FISH.

WE HAVE RECEIVED A NEW SHIPMENT OF

SELECTED

FINNAN HADDOKS,

FILLET HADDOKS

AND

KIPPERS.

ARCADIA'S PASSENGERS.

All Well in the Suez.

As a large number of passengers left Hongkong homeward bound by the s.s. Arcadia on the 10th ultimo, transshipping to the s.s. Maloja at Colombo, it may be of interest to our readers to know that the Hon. Mr. E. A. Hewitt, Superintendent of the P. and O. Company in Hongkong, received this morning a telegram from the Company's Agent at Port Said stating that the Maloja was then in the Canal and all well.

WAR PROCLAMATION.

A Proclamation issued by His Excellency the Governor today renews for a further period of three months the declaration providing that the forces in the Colony shall be subject to the Army Act.

At Chinese New Year. "Yes," said the world traveller, "the Chinese make it an invariable rule to settle all their debts on New Year's Day."

"So I understand," said the American host, "but, then the Chinese don't have a Christmas the week before."—*Ladies' Home Journal.*

accounts have been audited by Mr. F. Maitland. Mr. W. H. Potts having resigned, the Directors recommend the election of Mr. F. Maitland in his stead. I have much pleasure in proposing the election of Mr. Maitland as auditor.

Mr. Holyoak:—I have much pleasure in seconding.

The Chairman:—It has been proposed by myself and seconded by Mr. H. Holyoak that Mr. F. Maitland be elected auditor. All in favour? Against? Carried.

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TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 11th February, 1915, commencing at 11 a.m., at No. 14 Des Vœux Road Central, First Floor, (lately occupied by P. Soffetti & Co.)

A Quantity of Office Furniture, etc., etc.

On view from Wednesday, the 10th inst.

Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

The Flower and Vegetable Show will be held on the 4th and 5th March in the Botanic Gardens.

Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February. Copies of Rules and Schedules may be obtained from the Hon. Secretary.

F. HOWELL, 10 Des Vœux Road Central.

TO LET.

TO LET.—Nice Flats of 2 ROOMS, in Kowloon; suitable for Europeans, airy, in good locality. Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$35. Telephone accommodation. Also furnished Rooms.—Apply H. Rutonjee, Royal George Hotel.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENVENUE."

From LEITH, Middlesbrough, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 23rd Feb. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 9th February, 1915.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

The Final Dividend of \$0.40 per share, declared at the Ordinary Annual Meeting of Shareholders, held this Day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after Tuesday, the 9th February, 1915.

Shareholders are requested to apply to the Office of the Company for Warrants.

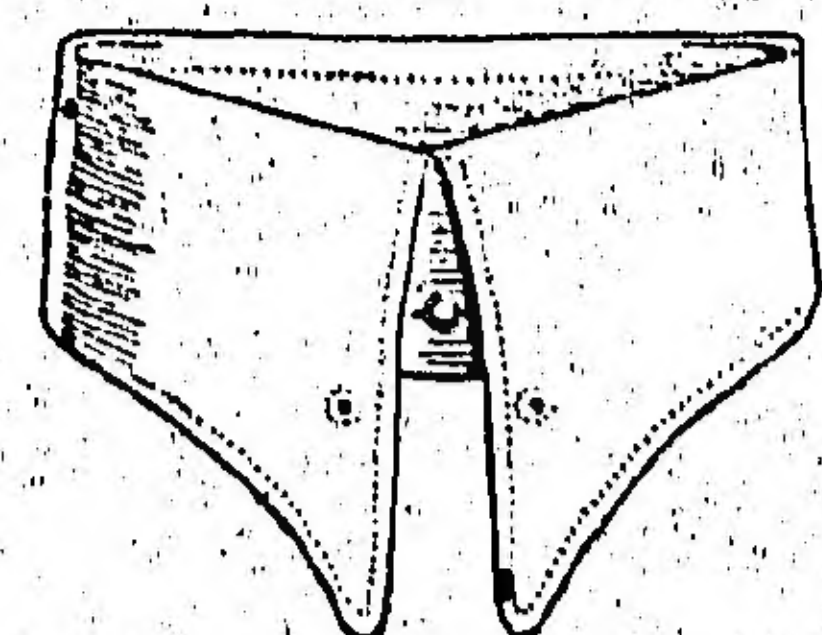
By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 9th February, 1915.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.



"SUMMIT" Soft Collar, Shape 68.

An improved Polo shape, made from soft Oxford matt material. It has neatly blunted points and is made with eyelet holes for safety pin.

40 cts. each—6 for \$2.25.

16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346.

NOW OFFERING

WARM WINTER UNDERWEAR.

Light in Weight but Warm

IN

"VIVELLA" AND OTHER MAKES

GUARANTEED UNSHRINKABLE

Ask for Samples

Wm. POWELL, Ltd.

HIGH-CLASS GENTLEMEN'S HOSIERS.

J. ULLMANN & Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

COLUMBIA

GRAFONOLAS

and RECORDS.



SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE.

ANDERSON MUSIC CO.,

LTD.

SOLE DISTRIBUTORS.

6, Des Vœux Rd.

Tel. 1322.

THE SPIRIT OF CONVIVIALITY

"King George IV" Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED,

EDINBURGH.

SOLE AGENTS:

CANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. 135, No. 6, Queen's Road Central, Hongkong.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	17th Feb.	22nd Feb.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Jutterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

The steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, Feb. 6, 1915

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 9th FEBRUARY.

5.30 p.m. Faishan. | 5.00 p.m. Kinshan.

WEDNESDAY, 10th FEBRUARY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.

5.30 p.m. Kinshan. | 5.00 p.m. Faishan.

Single Fare by Night Steamer..... 6.00
Return Fare by Night (available also for Return by Day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00
There will be no sailings on Sunday 14th February and no night boats to or from Canton on Monday 15th February.

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651. | s.s. Tai Shan, tons 2,606.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m. There will be no sailings on Sunday 14th February to or from Macao. There will be steamer from Macao at 8 a.m. or from Hongkong at 2 p.m. on Monday 15th February.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m. There will be no departure from Macao on Monday 15th February or from Canton on Tuesday 16th February.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., LTD., THE CHINA NAVIGATION Co., LTD., & THE INDO-CHINA STEAM NAVIGATION Co., LTD.

CANTON-WUCHOW LINE.

s.s. Sainan, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

There will be no sailings from Canton or Wuchow on Monday 15th February. Steamers on this line resume their usual sailings on Wednesday 17th instant from Canton and Wuchow.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kamo Maru Capt. Shimidzu Kashima Maru Capt. Yagi	16,000 T. 19,000 THURS., 11th Feb. at noon. THURS., 23rd Feb. at noon.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Sado Maru Capt. Asakawa Yokohama Maru Capt. Komatsu	T. 12,500 T. 12,500 TUES., 9th Feb. at noon. TUES., 23rd Feb. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hitachi Maru Capt. Sato Tango Maru Capt. Soyoda	T. 13,500 T. 13,500 MONDAY, 15th Feb. at 11 a.m. TUES., 16th Mar. at 4 p.m.
CALCUTTA via Spore, Penang & Rangoon	Colombo Maru Capt. Sakamoto	T. 12,000 MON., 22nd Feb.
BOMBAY via Singapore and Colombo.	Jinsen Maru Capt. Terada	T. 5,000 TUES., 16th Feb.
SHANGHAI, Kobe, S'hai and Kobe.	Rangoon Maru Capt. Nomura	T. 12,500 SATURDAY, 20th Feb.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyoda	T. 13,500 TUES., 9th Feb. at 10 a.m.
Kobe & Yokohama	Takata Maru Capt.	T. 13,500 TUES., 9th Feb.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kamo Maru	16,000 tons	Thursday 11th February
Kashima	20,000 "	23th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Sado Maru	12,500 tons	Tuesday 9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

NINGPO & SHANGHAI	Pakhow	11th Feb. at 4 light
SHANGHAI	Luchow	11th Feb. at 4 p.m.
SHANGHAI	Chenan	14th Feb. at 4 light
MANILA, CEBU & ILOILO	Chinhua	18th Feb. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kauchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36.

Hongkong 9th Feb., 1915.

BUTTERFIELD & SWIRE.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service, between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilmanbeck	S'HAJ	1st half Feb.
Tikembang	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tililwong	JAVA	1st half Feb.	JAPAN	2nd half Feb.
Tibodas	JAPAN	2nd half Feb.	JAVA	1st half Mar.
Tikini	JAVA	2nd half Feb.	S'HAJ	1st half Mar.
Tilatap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Titaroem	JAVA	2nd half Mar.	S'HAJ	2nd half Mar.
Tilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1674

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Nippon Maru	11,000 - 18 knots	Tuesday, 9th February.
Shinyo Maru	22,000 - 21 knots	" 23rd February.
Chiyo Maru	22,000 - 21 knots	" 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....271.10. Return (6 months) £120.

First Class to New York.....£80. " " £96.10.

" " San Francisco £45. " " £58.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamer of the Pacific Mail S.S. Co., or from Vancouver by steamer of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLEJO, IQUITIQUE and VALPARAISO. THEN ON BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	19th Feb. at 11 a.m.
St. Albans	18th Feb.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Halching ... | W. C. Passmore. | TUES., 9th Feb. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haitan ... | J. W. Evans ... | FRI., 12th Feb. at daylight.

FOR SWATOW.

Haimun ... | A. H. Stewart ... | WED., 10th Feb. at 1 p.m.

Hailang ... | A. E. Hodgins ... | FRI., 12th Feb. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

LOG BOOK.

Unsinkable Ships.

The foundering of the Titanic and the Empress of Ireland still continues to bring forward new designs of unsinkable ships, each of which, the inventor claims, would have rendered the disaster to these ships impossible, says an Exchange. Six months of war has doubtless diverted the attention of these geniuses to less peaceful channels and very little has been heard of the unsinkable ship for some time. One of the most curious, in which the economic propulsion and displacement of the vessel appears to have been entirely disregarded, is the design of a Tyneside inventor who, like many of his kind, claims to have invented the truly unsinkable ship. Without doubt, such an airbelt would prevent a vessel from foundering but the question the shipowner would ask would be how broad such a belt would need to be. In this invention the ship consists of an outside jacket or double skin, similar to that of the Aquitania, with the difference of having the jacket carried to the level of the upper deck and also an open slot running approximately three-fourths of the length of the vessel in the jacket keel. The open slot allows free access to the water which rises between the sides of the vessel and the jacket to the water level, thus enclosing a belt of air between the natural water-line and the top of the jacket. The air belt thus formed on either side is divided into air-tight compartments by tie or division plates, each allowing access of water from the open slot as described above. Thus a belt of air is formed extending round the ship, which constitutes an air cushion, and is more or less compressed in the compartments as the ship rolls or pitches. Should the hull be pierced, every ton of water entering the vessel, and causing her to sink in the water, will compress the air imprisoned in the compartments of the jacket and increase the buoyancy of the ship. For every inch the vessel tends to sink the greater becomes the air pressure to prevent her sinking. Also, the more the ship rolls the greater becomes the resistance to roll. In fact, the rolling can, it is claimed, be quite easily regulated to weather conditions by controlling the compressed air by machinery. In the case of the Titanic and the Empress of Ireland, this belt of air would, had either vessel been built on this design, have been compressed during the fog, the ship being thus prepared for any emergency. The inventor, Mr. John Welch, an engineer of Newcastle-on-Tyne, positively contends that a model built on the lines of the Empress of Ireland and embodying his ideas, even if out on the one side to represent the damage of the Titanic, and on the other side that of the Empress of Ireland, and also loaded extra with 10 per cent. proportionate weight, would float, leaving the deck houses high and dry, as she would only take in water until it reached the water level outside. Along the open slot are eight or more propellers running horizontally between the jacket and the hull, on vertical shafts, each driven by separate motors from inside. These motors are covered by water-tight jackets and driven by electric cable from above. In the event of the rudder gear being put out of action, the vessel would, it is urged, be easily navigated by the stern propellers driving or reversing as the case required. In the event of the ship filling with water and her main engines being stopped, then the motor propellers would be able to take her to port without assistance at about five knots speed.

Collision on the Yangtze.

A collision occurred on the Yangtze on the night of January 20 between the C.N. river steamer Wuchang and the Norwegian steamer Kamor which, under charter to the M.B.K., was discharging salt at Ichang. The Wuchang received slight damage to her starboard bow and the guards amidships. The damage to the Kamor is not known but as she continued at her anchorage discharging salt, it is assumed to be slight.—Shipping and Engineering.

Oysters, Fresh, Fried or Stewed
Fried Haddock, Kippers &c.
ALFANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SHANGHAI	Hangsang	Thur., 11th Feb. at 8 a.m.
HOIHOW & Haiphong	Loksang	Thur., 11th Feb. at 8 a.m.
SANDAKAN	Mausang	Fri., 12th Feb. at noon
MANILA	Loongsang	Sat., 13th Feb. at 3 p.m.
SHANGHAI	Wongsang	Sun., 14th Feb. at 3 p.m.
Y'HAMA, Kobe & Moji	Yatsing	Tues., 16th Feb. at 8 a.m.
TIENTSIN	Chenghsing	Fri., 19th Feb. at 8 a.m.
MANILA	Yuehsang	Sat., 20th Feb. at 3 p.m.
S'PORE, Pang & C'utta	Fooksang	Sat., 20th Feb. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Luanau, Datu, Simporia, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON		
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VIER, ST. L.		
TACOMA & P'LAND		
For freight and further particulars, apply to		
JARDINE, MATHESON & CO., LD.		
Telephone No. 215 Sub. Ex. No. 9. Agents.		

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

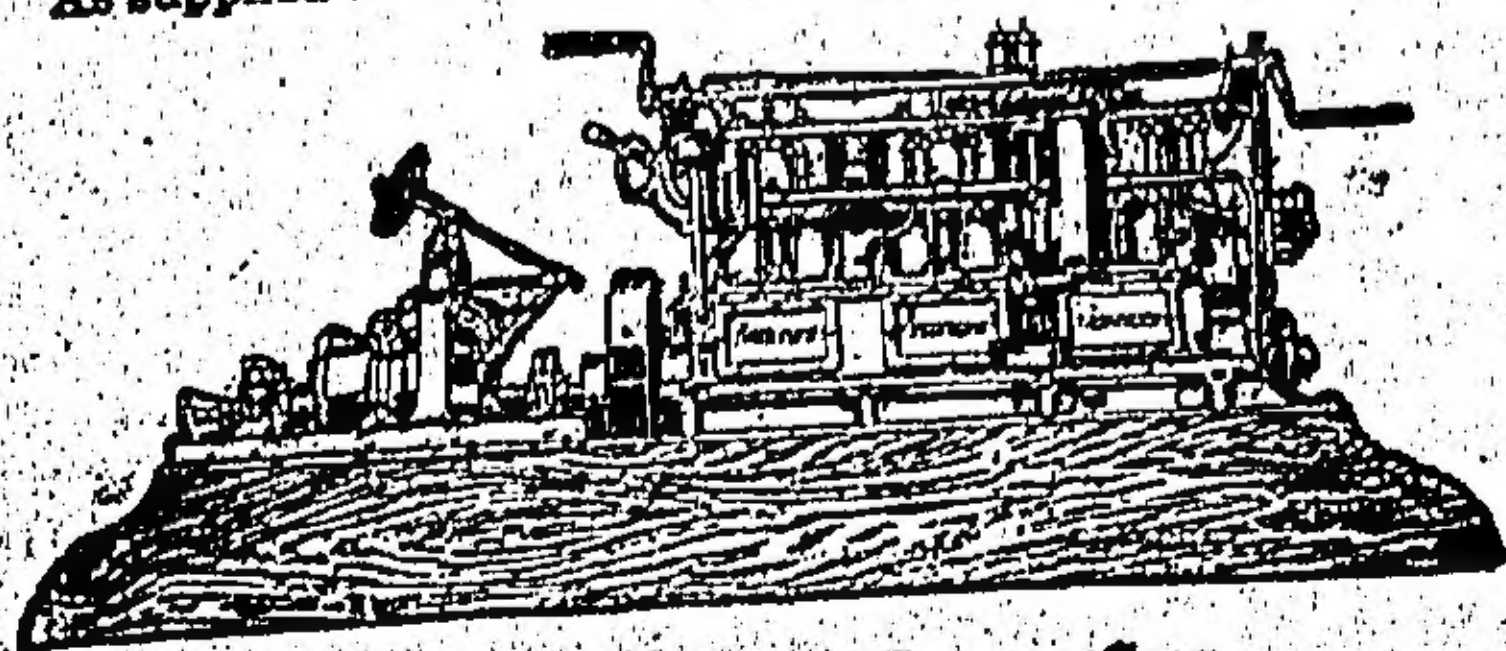
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address: "TAIKOODOCK"

TELEPHONE NO. 411

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Europe, via Singapore etc.	Kamo M.	N. Y. K.	11 Feb.
Liverpool	Pak Ling	B. & S.	13, Feb.
L'den, S'pore, via P'ang, C'bo, & Namur		P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & S'via via S'hai & Co.	Sado M.	N. Y. K.	9, Feb.
San F'isco via M'ia & Japan & Co.	Nippon M.	T. K. K.	9, Feb.
San F'isco via S'hai & Japan & Co.	Mongolia	P. M. Co.	17, Feb.
V'ia, B.C., T'ma via M'ia & Japan	Seattle M.	O. S. K.	23, Feb.
Vancouver via S'hai & Japan & Co.	Monteagle	C. P. R.	24, Feb.
New York via Panama	Royal P.	B. L. L.	24, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'co via Manila & Japan & Co.	Persia	P. M. Co.	2, Mar.

AUSTRALIA.

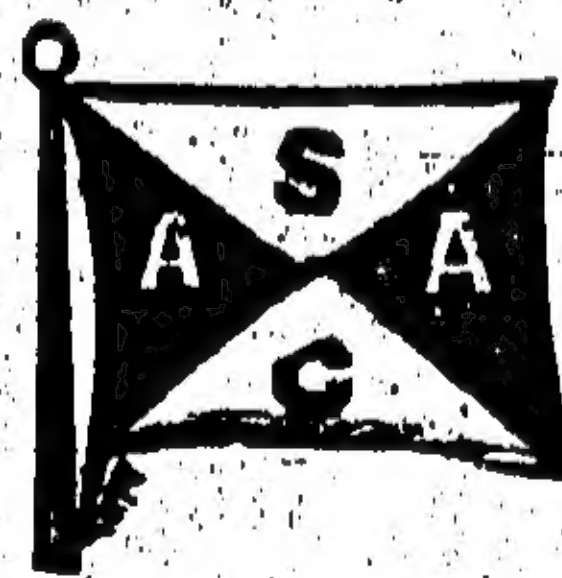
Australian Ports via Manila	Hitachi M.	N. Y. K.	12, Feb.
Australian Ports	Aldenharn	G. L. Co.	19, Feb.
Australian Ports via Manila	Taiyuan	B. & S.	22, Feb.

SINGAPORE, COAST PORTS AND JAPAN.

Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	9, Feb.
Shanghai & Kobe	Kumsang	J. M. Co.	9, Feb.
Shanghai, Kobe & Yokohama	Chili	M. M.	9, Feb.
Shanghai	Kanchow	B. & S.	9, Feb.
Shanghai	Hangsang	J. M. Co.	11, Feb.
Shanghai	Luchow	B. & S.	11, Feb.
Shanghai	Malta	P. & O.	12, Feb.
Sandakan	Mausang	J. M. Co.	12, Feb.
Shanghai	Kwongsang	J. M. Co.	14, Feb.
Shanghai & Kobe	Kawachi M.	N. Y. K.	15, Feb.
Bombay via S'pore & Colombo	Jinsen M.	N. Y. K.	16, Feb.
S'hai, Meji, Kobe and Y'hama	Namur	P. & O.	16, Feb.
Shanghai & Kobe	Rangoon M.	N. Y. K.	20, Feb.
Calcutta via Singapore etc.	Colombo M.	N. Y. K.	22, Feb.
Delagoa Bay, D'ban, E.L'don & Co.	Gujarat	B. L. L.	26, Feb.
Singapore, Mauritius & South			
"African Ports			
Shanghai	Salamis	B. L. L.	End Feb.
Shanghai	Typanas	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Shanghai	Tjimanook	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Co.	Tjikini	J.C.J. L.	Q. desp.
Java	Tjililong	J.C.J. L.	S. half O.
Japan	Tjibodas	J.C.J. L.	F. half O.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR NEW YORK VIA PORTS & SUEZ CANAL

(With liberty to call at the Malabar Coast).

S.S. "CHINESE PRINCE"

on or about the 10th February, 1915.

For freight or information, apply to

SHEWAN TOMES & CO.,

General Agents.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

A frequent Service of Fast Cargo Steamers will be maintained
between above ports commencing with the

"CITY OF DURHAM,"

sailing from Hongkong on the 20th February, to be followed by the
"City of Corinth" on the 20th March and other high powered
steamers at frequent intervals.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 6th February, 1915.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. S. MONGOLIA arrived at
Manila on the 7th inst., will be des-
patched from that port for Hongkong on
Wednesday, the 10th inst. and is expected
to arrive here on Friday morning.

ENGLISH MAIL.

The P. & O. S. MALTA left Singapore
for this Port on the 7th instant evening,
with the outward English Mails, and is
due here on the 14th instant at about
6 p.m.

MERCHANT STEAMERS.

The T. K. K. S. TENYO MARU will
next leave for San Francisco, via usual
ports, on Tuesday, 14th April, at noon.

The E. & A. S. ST. ALBANS left
Sydney for this Port via Queensland Ports
and Manila, on 27th ult., and may be
expected to arrive here on or about 18th
February.

The Barber Line S. S. EGBERT left
New York for Hongkong via Suez Canal
on the 2nd January and is due to arrive
here about the beginning of March.

The Barber Line S. S. BOLTON CASTLE
for Hongkong via Panama Canal left
New York on the 25th January and is
therefore due to arrive here about the
beginning of April.

The Australian Oriental Line S. S. TAL-
YUAN left Port Darwin on 5th Feb. for
Hongkong via Philippine Ports, and may
be expected to arrive here on or about
17th instant.

The American and Oriental Line S. S.
ROYAL PRINCE arrived at Yokohama
on the 8th inst. and may be expected at
Hongkong on the 23rd inst.

VESSELS IN PORT.

Steamers.

Umta, Br. s.s. 8,452, T. P. Paul, 1st inst.— Saigon, 27th ult. Gen.—D.S. & Co.	
Anjo Maru, Jap. s.s. 674, 1st inst.—Moji 29th ult. Coal & Gen.—T.K. K.	
Haitan, Br. s.s. 1,183, 2nd inst.—Gen.— D.L. & Co.	
Onsang, Br. s.s. T. Tough, 3rd inst.—Cal- cutta, 16th ult. Gen.—J. M. & Co.	
Solun, Norw. s.s. 861, D. Hovbrander, 4th inst.—Bangkok, 16th ult. Gen.— T. & Co.	
Hunan, Br. s.s. 1,143, Hobbs, 4th inst.— Swatow, 3rd inst. Gen.—B. & S.	
Nisai Maru, Jap. s.s. 2,224, H. Tayami, 4th inst.—Hongay, 1st inst. Coal —B. & Co.	
Taming, Br. s.s. 1,356, G. H. Pennefather 5th inst.—Philippines, 2nd inst. Gen.—B. & S.	
Hanoi, Fr. s.s. 739, Le Chevalier, 5th inst.—Haiphong, 2nd inst. Gen.— A. R. Marty.	
Salsbadji, Dut. s.s. 1,337, J. Liberg, 5th inst.—Singapore, 27th ult., Bulk oil—A. P. Co.	
Haiching, Br. s.s. 1,267, W. C. Passmore, 7th inst.—Swatow, 6th inst. Gen.— D. L. & Co.	
Shabong, Br. s.s. 3,225, T. J. Keard, 6th inst.—Swatow, 5th inst., Ballast —S. O. Co.	
Hue, Fr. s.s. 710, A. Corntensen, 6th inst.— Haiphong, Gen.—J. M. & Co.	
Loksang, Br. s.s. 997, Wm. Fisher, 7th inst.—Haiphong, 5th inst. Gen.— B. & S.	
Pheampoon, Br. s.s. 1,350, C. W. Bird, 7th inst.—Saigon, 3rd inst. inst., Rice— China.	
Tjililong, Dut. s.s. 3,600, Oldenburger, 7th inst.—Batavia, Gen.—Java China Japan Line.	

TO SAIL

CANADIAN PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR
VANCOUVERAccepting Cargo and Passengers for Canada, the United States,
West Indies, London, etc.

24th FEBRUARY & 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

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Patent Slip, No. 4 Kowloon	175	120	10	12	2	2
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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, FEBRUARY 9, 1915.

"THE FROZEN WORD" —NEUTRALITY.

Striking Quotation by the
First Sea Lord.

New York, Dec. 24.

Among a number of Christmas "messages" to American people, the United Press-to-day publishes a cabled statement from Lord Fisher, of which the significance is fully appreciated here, in view of the activities of German agents. The United Press correspondent in London did not ask Lord Fisher for his views on the war, but confined himself to the query, "What hope or good cheer the Christmas spirit may bring humanity in this unprecedented year?"

Lord Fisher's reply was brief and characteristic, and as the message was passed by the British Admiralty Censor its authenticity is beyond question.

The First Sea Lord answers in the third person, under date Dec. 20:—

"Lord Fisher has this immediate reply to your telegram this morning received at midnight. Yes. He has very close bonds with the United States in his domestic relations and friendships. He happily possesses an American daughter-in-law, and she is none the worse for her name at birth being Morgan, and Philadelphia her home.

"Lord Fisher has to say (he is compelled to say) that the hope and good cheer that the Christmas spirit may bring humanity almost solely depends upon a hundred million of Christian men and women in America realising what neutrality means. That word (neutrality) comes frozen on the frozen spray, so ask them, these hundred millions in the United States, to read William Watson's poem, herewith, to America's concerning England."

The poem quoted is:—
Art thou her child, born in the
proud mid-day
Of her large soul's abundance
and excess:

Her daughter and her mightiest
heritress,
Dowered with her thoughts, and
lit on her great way
By her great lamps that shine and
fail not? Yes!
And at this thunderous hour of
struggle and stress:
Hither across the ocean wilder-
ness,
What word comes frozen on the
frozen spray?

Neutrality! The tiger from his den
Springs at thy mother's throat,
and canst thou now
Watch with a stranger's gaze?
So be it then!
Thy loss is more than hers; for,
bruised and torn
She shall yet live without thine
aid, and thou
Without the crown divine thou
might'st have worn.

The last two lines are under-
lined in the First Sea Lord's
statement, according to the
United Press preliminary note.
The feeling here is that the
German Press agents are being
allowed too free a field, and an
occasional statement from English
statesmen, even though cryptic as
that of Lord Fisher, is greatly
appreciated.

"DON'T WORRY."

How Our Sailors Go to Sea.

We have been favoured with the letter of a bluejacket now on one of H.M. battleships, sent to his mother, then on to his brother in Hongkong. The following are extracts from the letter:—

"I arrived on board after travelling two days. At one o'clock on Friday we sighted a prize and we caught it at four the same afternoon. We called the prize ore off and we took the ship into Stornoway, arriving there at 10.30 at night. Of course we lived on board three days on corned dog and biscuit. Three days after, we were called ashore and the officer got us lodgings at the Crown Hotel and told us to have a good time, as we might not get another like it. We are coaling now with haste, as it has been reported that eight German ships have been going down the coast, but we are just the boys to see them off. They will not return intact if the Third and Fourth Battleship Squadrons with the First Battle Cruiser Squadron and the Second Cruiser Squadron get after them. I must now close this letter—

P. S.—This might be the last letter you will receive from me, as we might never return, but good-night and God bless you. Don't worry."

A FLOUR DEAL.

A Question of the Prince.

A dispute as to the price of flour led to an action in the Summary Court, this morning, the sum at issue being \$455. The Lee On On firm were the plaintiffs and the Fung On Hong, the defendants.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. W. B. Hind appeared for the defendants.

For the plaintiffs it was argued that the flour was bought under a contract from the defendants, and, though they were continually pressed, they failed to deliver it. The plaintiffs had a further contract with a sub-purchaser and owing to their inability to deliver the flour they had to pay compensation. The only point in dispute was the market price at the time of the contract.

Mr. Hind said there were many witnesses on both sides to testify as to the prices ruling, among whom was Mr. Hornby, in support of the defendants, that the price was \$2.40. The breach of contract was admitted, and his Lordship would only be called upon to fix the damage, which would depend on the market price.

The hearing was adjourned until ten o'clock to-morrow, to permit of Mr. Hornby being recalled.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Major D. Macdonald state:—
Resignation.—Pte. R. W. Barney is permitted to resign, dated 8.2.15.

Officers' Training Lecture.—There will be no lecture on Thursday, 11th inst. Thursday, February 18, Lieut.-Col. Moberly, D.S.O.

Parades.—Parades for Wednesday, 10th inst., nil.
Detail.—Orderly Officer, Lieut. Kennett. Orderly Sergeant, Sergt. Cooper. To furnish Guard to-night, Centre Section M. G. Co.; to-morrow, Civil Service Co.

DID NOT APPEAR.

Ball of \$1,000 Estrated.

This afternoon, at the Police Court, Mr. J. R. Wood was to have had before him Chan Man-po, of Queen's Road East, on two charges of falsifying the books of a firm of sharks' fin dealers, and also of embezzling \$820, the money of the same firm.

Mr. Agassiz appeared to prosecute, but the defendant not appearing, his bail of \$1,000 was estrated and his Worship issued another warrant for the man's arrest.

VOLUNTEER RESERVES.

Orders issued to-day by Major Wakeman, Commanding H. K. V. E., state:—

Parade.—The weekly parade of A, B & C Companies will take place on Thursday, Feb. 11th, instead of Friday. Fall in on the Cricket ground at 5.15 p.m.; dress, drill—order. There will be no squad drill on Thursday February 11th.

Sick Parade.—During the absence of Surgeon Capt. Black, vice last orders, any member living in Kowloon can see Surgeon Lieut. Smalley about 1.45 p.m., at 14, Kwa-tsang Terrace, instead of attending at Headquarters in the morning.

Appointment.—His Excellency the Governor has been pleased to appoint Dr. G. M. Harston to be Surgeon Captain in the Volunteer Reserve.

Promotions.—Corpl. S. E. Green to be Sergeant; Lieut. A. B. Bryson to be Corpl., vice Corpl. F. J. Gellion reverted; Lieut. O. W. Brett to be Corpl., vice Corpl. S. E. Green promoted; Pte. J. O. West to be Corporal; Pte. F. A. Fisher to be Lieut.-Opl., vice Lieut.-Opl. A. B. Bryson promoted; Pte. A. Charlton to be Lieut.-Opl., vice Lieut.-Opl. J. M. Aston reverted; Pte. A. Lambie to be Lieut.-Opl., vice Lieut.-Opl. O. W. Brett promoted; Pte. H. Stewart to be Lieut.-Opl.

Postings.—Sergt. S. E. Green to C Coy., 4 Section; Corpl. A. B. Bryson to A Coy., 3 Section; Corpl. O. W. Brett to B Coy., 4 Section; Lieut. Opl. J. O. West to C Coy., 3 Section; Lieut.-Opl. F. Fisher to A Coy., 3 Section; Lieut.-Opl. A. Charlton to A Coy., 1 Section; Lieut.-Opl. A. Lambie to D Coy., 2 Section; Lieut.-Opl. R. Stewart to C Coy., 3 Section; Pte. R. H. B. Mitchell to C Coy., 1 Section; Pte. W. M. Johnston to C Coy., 1 Section; Pte. S. Gray to C Coy., 1 Section; Pte. A. E. Webb to C Coy., 1 Section; Pte. A. R. Co. alier to C Coy., 4 Section.

Scouts.—It is intended to select about four men from each Company to be trained, under 2nd Lt. Blason, as Scouts. Members who are willing and fit to undertake this work should send in their names to the Adjutant.

The Garden Fete.

The proceeds of the garden fete at the University, in aid of the Prince of Wales' Fund, were \$2,073.06.

Major Fined.

Major Stair Stewart was summoned at the Police Court this morning for allowing his dog abroad in Plantation Road without a muzzle. He was fined \$5.

Prize Court Appointment.

His Excellency the Governor has been pleased to appoint Mr. Hugh Adair Nisbet to be Registrar of the Supreme Court of Hongkong, in Prize, with effect from the 9th February 1915, vice Mr. Charles Alexander Dick Melbourne, resigned.

THE WORLD OF SPORT.

TURF AND GOLF CHATTER.

(From Our Special Correspondent.)

London, Jan. 8.

It may (our racing correspondent "Centaur" writes) be an appropriate moment at the beginning of a New Year to make some brief reference to those one or two three-year-olds that on their two-year-old form are expected to play a prominent part in connection with the classic races. The two I have specially in mind are His Majesty's colt Friar Marcus and Mr. G. H. Williamson's King Priam. The former was never beaten in 1914, and wound up a sparkling juvenile career by winning the Middle Park Plate from Earl Cadogan's Redfern, the Duke of Westminster's Manxman, and Mr. J. H. Joel's Sunfire and others. He is a son of Cicero, who won the Derby for Lord Kintore in 1905, from a Persimmon mare named Prim Nan. King Priam is by the St. Leger winner, Your Majesty, who was a son of Persimmon.

If there were such a thing as any betting on the D. Ry of 1915 Friar Marcus would no doubt be favourite. Our information, based on the highest authority—it may be said to come from Egerton House, Newmarket, where the horse is trained—is that the colt is doing wonderfully well. He has grown, as indeed he needed to do, because he was not a big one. He was also very truly moulded and most symmetrical in outline, with quarters indicating abnormal power. While preserving all his quality, he has thickened tremendously so that he is now a colt of exceptional strength. Some people might take exception to his neck. Perhaps it is a weak point if, indeed he has a weak point, but his head is put on the right way and that fact satisfies Mr. Richard Marsh, his trainer. Mr. Marsh thinks a great deal of him, and his experience of high class horses is so lengthy and intimate that he is not likely to be in love with Friar Marcus without abundant good cause. It will thus be seen that His Majesty the King, so far as can be judged at this distant date, has a fine chance of winning the Derby. And what a wonderful event that would be in these gloomy days of European bloodshed!

King Priam showed himself to be a high-class colt at Ascot and Goodwood, but at Kempton Park for the rich Imperial Produce Stakes he failed to give 3 lb. to Mr. S. B. Peel's Pommern. For all we know, Pommern may be the best of all and destined to win the Derby. Such is by no means an outrageous proposition. I have reason for believing that King Priam was not himself on the day that Pommern beat him—he certainly suffered more than most colts from the exceptionally hard summer and autumn, and his trainer had been afraid completely to wind him up for that race. What is certain, however, is that King Priam is unquestionably a colt of great promise. He has size, scope, and strength; for he built on a bigger scale than Friar Marcus. The latter may be the speedier animal and in any case he will probably win the Two Thousand Guineas, but King Priam is tried to stay and, moreover, looks a stayer. He has grown into a grand horse, and one with such character and credentials must be a big factor in the issue of the Derby. He is not entered

for the Two Thousand Guineas or for the St. Leger. He would be an ideal horse for the latter race. Of Friar Marcus and King Priam we have authoritative information as to their well-being, but in an unofficial way we are told that Pommern, Redfern, Lat Fly, Manxman, Sunfire, and Torloak are all satisfactory. Perhaps the best accounts are concerned with Pommern, a son of Polymelus, the champion sire of 1914, and Sunfire, a son of Sandridge, who has already given us one Derby winner in Sunstar. By the way, Sunstar's stock will be appearing for the first time this year, as two-year-olds, of course.

The distinction of winning the first race in 1915 belongs to a horse named Kingsborough, owned by Mr. J. W. Barton, and trained by E. Martin, at Pilshead in Wiltshire. This animal, bred by Colonel Hall Walker and hitherto a big disappointment on the flat, won the Sportsman's Welter Flat Race at the Manchester Meeting on New Year's Day. He beat a better favourite in Bernstein, one of the select few high-class hurdlers and steeplechasers that belonged to the late Sir Charles Asherton-Smith. On the second day at Manchester another animal, which belonged to that baronet, in Irish Mail, won the three-mile steeplechase. This horse broke down in his preparation for the last Grand National and had been on the shelf for a long time in consequence. Thus when he made a reappearance now he did not seem to be seriously fagged, and in consequence started at 100 to 8. Yet he won easily enough, while Sir George Bullough's liston, who had won his last five races off the reel, and was now a tremendous favourite, was what the judge calls a "bad third." It is made quite evident, therefore, that Irish Mail will have to be reckoned with in connection with the next Grand National. Sir Charles Asherton-Smith paid about 2,500 guineas for him after he had run second to his horse, Overcoat, for the "National" two years ago. He is now owned by Mr. Eric Platt, a well-known Cheshire man, and the horse remains in the care of Robert Gore at Findon in Sussex. Gore trained the Grand National winners, Jerry M. and Overcoat. The latter, it may be added, is in good training at the present time.

A Golfing "Roll of Honour." "Chick" Evans, whom English golfers recognise as the leading American amateur, has set himself the interesting task of "placing" the world's best amateur players. This is how he puts them: John Graham, junr., J. L. O. Jenkins, H. H. Hilton, John Ball, Robert Maxwell, Francis Oulmet, R. H. de Montmorency, and Jerome Travers. Evans does not state the conditions under which he made his selection, but presumably he was led by a player's capacity for stroke play, rather than by ability to win success in open competition. If that were so, few would quarrel with his choice of leader, for Graham has a mastery over strokes that not even the crack professionals can surpass. In the championship at Sandwich last summer, where Graham once failed when he ought to have won, he was responsible for a feat of extrap-

WAR ITEMS.

Roll of Honour.

Second-Lieutenant S. B. Henson, who has been killed in action, was the only son of Dr. and Mrs. Henson, of 2, Derby-street, Mayfair, and Elmsett Hall, Wedmore, Somerset. He was 27 years of age, and was educated at King's School, Bruton, and Pembroke College, Oxford. Obtaining a commission in the Colonial Police six years ago, he was stationed at Singapore and Penang, but resigned his commission soon after war was declared and went to England. He joined the Somerset Light Infantry, in which he was a special reserve officer, at Devonport, and was transferred to the 1st Battalion on going to the front. Commander Charles Frederick Billard is amongst the officers lost by the sinking of the Formidable in the Channel. He entered the Navy as a cadet in 1892, became a midshipman three years later, lieutenant in 1907, and commander in 1908. As sub-lieutenant of the Aurora he saw active service in China in 1900, and was mentioned in despatches for services at Tientsin. He was appointed to the Formidable in August, 1913.

South Wales Borderers.

Again the 1st Battalion South Wales Borderers fighting in France has figured heavily in the casualty list, several officers having been killed and wounded, and a number of non-commissioned officers and men killed, wounded, or reported missing.—*London and China Express.*

Brave Man's Last Words.

In the battle of Ipres a major in the Royal Field Artillery was acting as a "forward observation officer." He was 3,000 yards in front of his guns, and he stood on the top of a church tower, holding a telephone to his ear, directing his fire. The British trenches beneath him were the scene of hand-to-hand fighting. Soon he heard the patter of foot-steps ascending the stairs of the tower. He realised that the Germans were on him, and his last words over the telephone were, "Take no notice of further orders. I hear the Germans coming up the stairs." He has never been heard of since.

inary judgment and accuracy. At the thirteenth hole, a bunker had been cut on the edge of the green in a straight line with the pin and it was almost impossible to carry this with a brassie shot of 200 yards without running in to trouble beyond. To the right of the green was a grass bank 6 ft. high and the shot was to play for this and "kick" off on to the green. The writer saw Graham attempt this stroke four times, and only once did he fail to hit the grass bank and make it successfully. Meanwhile others were being trapped in the guarding bunkers or carrying too far and making a sad mess of a hole Graham only once failed to do in four.

Of all the players who have not won the championship, Graham has been in the semi-final most often, and yet he must have given up all hope of winning. When he went out to play E. Martin-Smith in the sixth round at Sandwich, his nerves were in a dreadful state. He had not slept a wink all night and had had no breakfast. It was not surprising that he was beaten. Most golfers will think that Evans has placed Jenkins, the present amateur champion, too high, and that Robert Harris and H. D. Gillies ought to be included in the list of world's players. It is rather interesting to note that the young-cat golfer of Evans' selection in 21, this being Francis Oulmet, and the oldest 51, John Ball. The average age of the eight is 37.

CONSULAR REPORT.

Status of Foreign Firms in Hongkong.

The U. S. Consul-General (Mr. George E. Anderson) of Hongkong reports that an arrangement has been effected whereby German and Austrian firms heretofore doing business in Hongkong may continue to do business during the war, under certain restrictions, says the *London and China Express* of January 8. In line with an imperial proclamation defining the status of German and Austro-Hungarian citizens and firms domiciled or located in British territory, the Hongkong Government has passed an ordinance embodying the regulations necessary to enable Germans and Austrians to do business while a state of war exists.

The law and proclamation mentioned established the principle that "trading with the enemy" which is prohibited by law in Great Britain and its dominions shall be trading with all persons or interests in the enemy country and does not include enemy nationals, i.e. Germans and Austro-Hungarians, domiciled in British territory or territory of the allies or of neutrals. Where, therefore, an enemy national is permitted to reside in British territory during the war and where his business is of local connection only, there is nothing in British law or British regulation to prevent him doing business as any other resident of such territory, nor is there anything to prevent British nationals anywhere from doing business with such enemy national in a neutral country. Most of the large German concerns, however, are either Hongkong branches of concerns domiciled in Germany or Hongkong concerns with German branches. It is evident that if trading were permitted without restriction, the partners in the houses in Germany would share the benefits of Hongkong trading and would therefore make such trading come within the law against "trading with the enemy."

Relations with Parent House

Severed.

To avoid this, the Hongkong ordinance just passed, provides that German and Austro-Hungarian firms in Hongkong with German or Austrian branches or parent houses may continue to do business if they so reorganise as to separate their Hongkong business from the German or Austrian house, and also if they pay all money received in trading and make all remittances through British banks in Hongkong. This separation of the Hongkong houses from those in Europe is, of course, a very difficult matter, since the capital invested in the concerns usually is capital in common with all the branches, since the partners in all the branches are the same or substantially the same, and since credits in Hongkong are based upon credits granted the firm as a whole. It is announced, however, that Hongkong banks are in position in most cases to grant the reorganised Hongkong concerns credits upon the basis of the general credits granted the original firms. Most of the German and Austrian houses in Hongkong, therefore, are reorganising and preparing to do business as usual, changing the original name enough to indicate that the firm is trading as a separate concern, but at the same time not enough to destroy its goodwill and credit.

[Since the above was written, the liquidation of alien enemy firms in Hongkong has been ordered.—Ed.]

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,
the 11th February, 1915, commencing at 2.45 p.m., at No. 24b Nathan Road, Top Floor, Kowloon.

A Quantity of Valuable Household Furniture, comprising:

Teak Hatstand, Teak Sideboard, Dining Table and Chairs, Dinner Wagon, Ice Chest, Glassware and Pantry requisites, etc. Chesterfield Couch, Armchairs, Ladies' Writing Desk, Music Cabinet, Teak Card Table, Lace Curtains, etc., etc.

Double Brass Mounted Iron Bedstead, Wardrobes, Dressing Table, Washstand, Washing Machine and Mang's, etc., etc.

Also
One Cottage Piano (in good condition).

One Aviary with Canaries, Pigeons and Plants.

On view from Wednesday, the 10th February, p.m.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,
the 12th February, 1915, commencing at 11 a.m. at the Hongkong and Kowloon Wharf and Godown Co's No. 10 Godown, Kowloon.

I Steel Bridge.

Terms:—Cash on delivery. Now on view.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,
the 12th February, 1915, commencing at 12 o'clock noon at his Sales Rooms, Duddell Street.

(For account of the concerned) 50 cases Guinness Stout (pints), 50 cases Pilsener Beer (pints), 20 cases John Bull's Whisky, 12 cases James Watson's Whisky, 30 cases Du'ch Gin, 10 cases Hecht Champagne, On view now.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

PRELIMINARY NOTICE.

THE Undersigned has received instructions from the well-known dealer, Lah Von Kee (Shanghai), to sell by Public Auction on

MONDAY & TUESDAY,
the 8th & 9th March, 1915, commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street.

A Large and Valuable Collection of Antique China and Curios.

(Full particulars will appear later)

GEO. P. LAMMERT, Auctioneer.

PUBLIC AUCTION.

For the benefit of the Prince of Wales' National Relief Fund, and other Charitable Purposes.

The Undersigned have received instructions to sell by Public Auction.

(For account of the concerned), on

THURSDAY,
the 18th February, 1915, at 3 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A 40 H.P. four Cylinder Limousine Car,

built by STODDARD DAYTON, seating accommodation for Six Passengers, in Perfect Running Order.

On view at the Garage of the Dragon Cycle Co.

Inspecting Orders will be issued by the Undersigned.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th February, 1915.

SINCON & CO.

Established A.D. 1860.

IRON, STEEL, METAL and HARDWARE MERCHANTS, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchangers, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

Don't forget after the Show Supper, and Light Refreshments

AT EXANDRA CAFE.

Open Till 11 o'clock.

ENTERTAINMENTS.

THEATRE ROYAL.

Last 3 Performances of

"THE GROTESQUES"

The Laughter-makers. From the Savoy Theatre, London.

Wednesday, February 10th.

"A VILLAGE CONCERT."

Thursday, February 11th.

"THE MAYOR'S MATINEE."

Friday, February 12th.

LAST AND FAREWELL PERFORMANCE.

SPECIAL POPULAR PROGRAMME.

The "Grotesques" will be at Canton on Monday, 15th February and Tuesday, 16th February.

Prices \$3, \$2, \$1.

Curtain at 9.15 p.m. Booking at Moutrie's.

THEATRE ROYAL,
HONGKONG.SATURDAY, FEBRUARY 27TH,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor, Sir Henry Mue, K.C.M.G., H.E. Major-General Kelly, C.B., and Commodore Anstruther, C.M.G.

Special programme by well-known local artists, concluding with an amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.

BAND OF 25th PUNJABIS

By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

The Powerful Drama

in 4 Parts—3,000 Feet Long.

"WERNER'S SONG."

SLADE & DELMAR

in the Great Military Spasm

"Pluckiest Man in the Army."

Miss DELMAR

in her Speciality

"THE TURKISH HAREM DANCE."

THE MCCLLEMENTS IN

"THE WOMAN & THE WORM."

"Wireless from the War."

BIJOU SCENIC THEATRE.

"HER LOVE UNHEEDED" Coloured Drama

in 2 parts—Length 3,000 Feet.

"A MAN & A MAID" Great comic.

WAR PICTURE—8th Series, etc., etc.

DEBUT on Sunday, 7th Feb.

MISS MAY CLARKE.

the talented London artist. First appearance in Hongkong in all

the latest London successes.

Special Note:—MISS MAY CLARKE

the original singer of "TIPPERARY" in the East.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS.

(Being the property of the collector, Kwong Yung & Co.)

The Undersigned has received instructions to sell by Public

Auction on

Monday, Tuesday & Wednesday, the 1st, 2nd & 3rd March, 1915,

commencing each day at 2.30 p.m., at his Sales Rooms,

Duddell Street.

A Valuable Collection of Antique China & Curios from

Sung to Ming Dynasties & Kanghi to Towkwong Periods,

comprising:

5-coloured, 3-coloured & Blue & White vases, plates, bowls,

cups & figures, etc., etc.

Sang-de-boeuf vases, White "Goddess of Mercy," Ming

incense burners.

Large bronze vases, wine cups, incense burners, Sung.

Jade, agate & porcelain bottles.

Green & red Jade Ornaments.

Old Pekin cloisonne vases & incense burners.

Old lacquered screens with 5-coloured decoration &

blackwood screens with blue & white & 5-coloured Kanghi &

Kienlung porcelain plaques, pottery & porcelain pictures in-

laid in wood, etc., etc.

also

Soochow, red wood curio cabinets, side tables, flower

stands, etc.

(Full Particulars from Catalogue).

On view from Thursday, the 25th February, 1915.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

OFFICIAL MARKET PRICES

Hongkong, January 29, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Out, —Mei Lung Pa	lb.	21
" Corned, —Ham Ngau Yuk	"	21
" Roast, —Shiu	"	21
" Breast, —Ngau Lam	"	19
" Soup, —Tong Yuk	"	16
" Steak, —Ngau Yuk Pa	"	22
" do., —Sirloin—Ngau Lau	"	33
" Sausages, —Ngau Cheung	"	26
Bullock's Brains, —No	per set	12
" Tongue, fresh, —Ngau Li	each	50
" corned, —Ham Ngau Li	"	60
" Head, —Ngau Tau	"	\$1.20
" Heart, —Ngau Sam	lb.	14
" Hump, Salt, —Ngau Kin	"	22
" Feet, —Ngau Keuk	each	12
" Kidneys, —Ngau Yiu	"	12
" Tail, —Ngau Mei	"	20
" Liver, —Ngau Kon	lb.	13
" Tripe (undressed), —Ngau To	"	6
Calves' Head & Feet, —Ngau-tai-tau-keuk	set	\$1.20
Mutton Chop, —Yeung Pei Kwat	lb.	26
" Leg, —Yeung Pei	"	26
" Shoulder, —Yeung Shan	"	24
" Saddle	"	27
Pigs Chitlings, —Chu Chong	"	27
" Brains, —Chu No	per set	24
" Feet, —Chu Keuk	lb.	14
" Fry, —Chu Chap	"	16
" Head, —Chu Tau	"	16
" Heart, —Chu Sam	each	12
" Kidneys, —Chu Yiu	"	18
" Liver, —Chu Kon	lb.	30
Pork Chop, —Chu Pai Kwat	"	26
" Corned, —Ham Chu Yuk	"	—
" Leg, —Chu Pei	"	30
" Fat or Lard, —Chu Yau	"	20
Sheep's Head and Feet, —Yeung Tau Keuk	set	8
" Heart, —Yeung Sam	each	8
" Kidneys, —Yeung Yiu	"	12
" Liver, —Yeung Kon	lb.	27
Sucking Pigs, to order, —Chu Tsai	"	22
Suet, Beef, —Shang Ngau Yau	"	27
" Mutton, —Shang Yeung Yau	"	27
" Veal, —Ngau Tsai Yuk	"	19
" Sausages, —Ngau Tsai Cheung	"	20
" Lard, —Chu Yau	"	22

POULTRY.

Chicken, —Kai Tsai	lb.	30
Capon, Large, Small, —Sin Kai	"	30
Ducks, —Ap	"	24
Doves, —Pan Kau	"	18
Eggs, Hen, —Kai Tan (cooking)	per doz	24
Fowls, Canton, —Kai	lb.	34
" Hainan, —Hoi Nam Kai	"	28
" Geese, —Ngo	"	24
Pigeons, Canton, —Pak Kap	each	30
" Hoihow, —Hoi How Pak Kap,	"	25
" Snipe, —Sha Tsai	each	23
Turkeys, Cook, —Fo Kai Kung	lb.	65
" Hen, " " " " " "	"	45

FISH.

Barbel, —Ka Yu	lb.	18
Bream, —Pin Yu	"	20
Canton Fresh Water Fish, —Hoi Sin Yu	"	17
Carp, —Li Yu	"	22
Catfish, —Ohik Yu	"	15
Codfish, —Mun Yu	"	16
Crabs, —Hai	"	24
Cuttle Fish, —Muk Yu	"	18
Dab, —Sha Mang Yu	"	14
Dace, —Wong Mei Lap	"	15
Dog Fish, —Tit To Sha	"	12
Eels, —Gonger, —Hoi Man	"	13
" Fresh water, —Tam Sui Yu	"	20
Eels, Yellow, —Wong Sin	"	32
Frogs, —Tin Kai	"	33
Garoupe, —Shek Pan	"	45
Gudgeon, —Pak Kap Yu	"	18
Herring, —Tao Pak	"	23
Halibut, —Cheung Kwan Kap	"	28
Labrus, —Wong Fa Yu	"	20
Loach, —Wu Yu	"	28
Lobsters, —Lung Ha	"	30
Mackerel, —Chi Yu	"	20
Monk Fish, —Mong Yu	"	32
Mullet, —Chai Yu	"	20
Oysters, —Shang Ho	"	24
Parrot Fish, —Kai Kung Yu	"	12
Perch, —Tau Lo	"	24
Pike, —Fa Pau Fong	"	18
Plaice, —Pan Yu	"	14
Pomfret, Black, —Hak Chong	"	28
Pomfret, White, —Pak Chong	"	32
Prawns, —Ming Ha	"	40
Ray, —Pai Fa Sha	"	12
Rock Fish, —Shek Kau Kung	"	18
Roach, —Chun Yu	"	12
Salmon, —Ma Yau	"	35
Shark, —Sha Yu	"	8
Skate, —Po Yu	"	10
Shrimps, —Ha	"	24
Snapper, —Lap Yu	"	32
Sole, —Tat Sha Yu	"	32
Tench, —Wan Yu	"	20
Turbot, —Oho How Yu	"	20
Turtles, small, fresh water, —Kau Yu	"	64

FRUITS.

Almonds, —Bang Yan	lb.	35
Apples (California), —Kam Shan Ping Kho	"	18
" (Chefoo), —Tie Chun Ping Kho	"	—
" Small, —Hoi Tong	"	—
Bananas, fragrant, Canton, —San Shing Heng Chiu	lb.	—
" (brides), Macao, —San Heng Chiu	"	—
Chestnuts, Chinese, —Fong Lat	"	—

肉食

Carambola, —Yong To	"	10
Coconuts, —Yo Tee	each	12
Grapes, —Po Tai Tee	lb.	30
Lemons, China, —Ling Mung	"	6
" America, —Kam Shan Ling Mung	"	10
Lichees Dried, —Lai Chi, small Stone	"	30
" Fresh	"	—
Oranges, (Canton), —Shan-shang Tim Ohing	lb.	—
" Sweet	"	—
Pears, (American), —Kum San Shoot Lay	"	—
" (Canton), Cookin, —Sha Li	"	10
Peanuts, —Fa Shang	"	10
Perseimmons Large, —Hung Tee	"	8
Pine-apples, 1st quality, —Pun Ti Po Lo	each	—
" 2nd " —Chung-tang Po Lo	"	—
Plantain, —Tai Chiu	lb.	3
Plums, —Swatow, Hung Lai	"	—
Pumelo, Siam, —Chim Lo Yan	each	15
" Shanghai, —Lo Kwat	"	—
Walnuts, —Hop To	lb.	15
" Green, —Sang Hop Tuo	"	—
Water Melon, —(Am.) Kom San Sai Kwa	each	—

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb.	—
Cheuk	"	—
Beans, (French), Macao, —Oh Moon Pin Tau	"	—
(French) Shanghai, —Sheung Hai Pin	"	—
Sprout, —Ah Ohoi	"	8
Long, —Tau Kok	"	10
Beet Root, —Hung Choi Tau	each	8
Bitter Squash, —Fu Kwa	"	8
Brijals, Green, —Ching Yuan Kwa	"	8
Red, —Hung Ko	"	6
Cabbage, Chinese, (common), —Kai Tsai	"	10
Cabbage, Shanghai, —Ye Tsai	"	14
Cane Shoots, bunch, —Kau Shan	lb.	8
Carrots, —Kam Shan	"	12
Celery, Chinese, —Tong Kan Tsai	"	12
Chillies Dried, —Kon Lap Chiu	"	30
Red, —Hung Pa Chiu	"	18
Green, —Ching Lap Chiu	"	12
Curry Stuff, English, —Ka Li Chu Liu	"	10
Cucumbers, —Ching Kwa	each	2
Garlic, —Sun Tau	lb.	8
Ginger, young, —Sun Tse Keung	"	6
old, —Lo Keung	"	8
Horse Radish, Shanghai, —Lik Kan	"	15
Indian Corn, —Suk Mai	each	5
Lettuce, —Yeung Shang Tsai	"	1
Water Chestnuts, —Ma Tai	lb.	6
Mandarin, —Kwai Lam Ma Tai	"	8
Mushrooms, Fresh, —Shang Cho Ho	"	35
Musk Melon, Amer. —Kam-san Hong Kwa	each	—
Okroos	lb.	12
Onions Bombay, —Yeung Chong Tau	"	8
Green, —Shang Ohong	"	6
Shanghai, —Sheung-hoi Chong Tau	"	6
Parley, —Kun Tsai	lb.	8
Green Peas, —Ching Tau	lb.	—
Potatoes, Sweet, —Fan Shu	"	3
Shanghai, —Sheung-hoi Shu Tsai	"	—
Japan, —Yut Fan Shu Tsai	"	3
American, —Fa Ki Shu Tsai	"	8
Foochow, —Foo-chow Shu Tsai	"	—
Pumpkin, —Tong Kwa	"	3
Radish, —Hung Lo Pak Tsai	"	5
Rhubarb (Fresh), —Tai Wong	"	12
Sage, —Tso So	"	8
Shallots, —Kon Chong Tau	"	8
Spinach, —Yin Tsai	"	5
Tomatoes, —Tan Ke	"	8
Taro, —Wa Tau	"	6
Turnips Funki, (Long), —Lo Pak	"	5
English, —Yeung Lo Pak	"	—
Vegetable Marrow, —Chit Kwa	"	4
(American), —Kam-shan Chit Kwa	"	—
Water Cress, —Sai Yeung Tsai	"	15
Lily root, —Lin Ngau	"	10
Yams, —Ta Shu	"	8
English, —Yeung Kan Choi	"	—

Commercial.

Australian Assurance.
The forty-fifth annual general meeting of members of the National Mutual Life Association of Australia, Limited, was held at Melbourne recently, when Mr. Andrew Newell, chairman of directors, who presided, said in the course of his address to the members:—Our premium revenue was £10,226 greater than in the previous year, and amounted to £1,068,970, and the revenue from interest, etc., which amounted to £404,013, was £38,112 greater. Our total income was £1,473,583, which is £78,338 in excess of the revenue of 1913. Now, when we consider the conditions under which we have been working, especially during the latter part of our financial year, I think we may claim that these figures show most satisfactory progress. The unfavourable conditions have directly affected only one item of the year's business; the amount of the new policies issued was some £71,000 less than in the previous year, which in this respect constituted our best achievement. Still we issued policies amounting to £3,570,869, and this exceeds by about the same amount of £71,000 the average business of the last five years. On the expenditure side of the revenue account you will see that the payments to policyholders were £591,082—£80,017 more than in the previous year. The net result of the year's transactions is that we have added £705,030 to the assurance fund and £5,625 to the investment fluctuation fund, or a total addition of £710,655. The assurance fund now amounts to £8,705,491, and the investment fluctuation fund to £75,042. The net result of the investment of the funds during the year was an addition to our revenue of £404,702, and this amount is equal to about 4.7 per cent. of the average amount of the assurance fund during the year. During the year the new buildings which have been in course of construction in Melbourne and Colombo for the association's offices have been practically completed. The building in which we are assembled now provides ample accommodation for the head office staff, and there is room for expansion for many years to come. The prospects of transacting a large new business during the coming year are not at present promising; but this can only be due to a want of appreciation of the benefits of life assurance, for nothing can excuse the neglect to make the provision that can only be made by a life policy. We can, however, depend upon our officers to obtain a full share of whatever business is transacted. The motion for the adoption of the report and accounts was agreed to; Sir William Irvine and Dr. J. H. MacFarland were reappointed directors, and Messrs. W. P. Jarvis and J. Valentine were re-elected as auditors.

The Japanese Rice Market.
An Imperial Ordinance relating to the regulation of the rice market was published in the Japanese Official Gazette on January 25. The Ordinance provides that the Minister of Finance is authorised, for the purpose of regulating the rice market, to buy, exchange, or sell rice. Such purchases, exchanges, or sales may be effected by private contract. The Ordinance comes into force from the date of issue. On the authority of the Vice-Minister of Finance, the *Osaka Jiji* states that rice will be purchased in the large cities, or in the principal rice-producing centres, the money required for such purchases being taken out of the surplus in the Treasury. The exchange of rice specified in the Ordinance means the replacing of old crop rice with new. It is understood that the Government will purchase rice to an extent necessary to send up the market to Y. 15 or Y. 16 per koku, Y. 15 being considered the standard price. If the market is forced up any higher, it will call for the importation of foreign rice.

Publication Received.
We have received the *Japan Trade Journal* for January 25, a new magazine published in Tokyo and devoted to the interests of commerce. It contains 32 pages of useful information, the articles and news items being brightly written.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Divid. and Date
Banks.								
H'kong & Shanghai Banking Corp.	\$815.271	12,000	\$125	all	855	July 700	Oct. 825	\$12.30 at ex 1/10/14 equal to \$22.80 for 1/2 year ending 30/6/14
Marine Insurance.								
Canton Insurance Office, Ltd.	345	10,000	\$50	50	350	Dec. 375	Oct. 345	Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	160	10,000	£15	5	145	May 133	Jan. 160	Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$815	2,400	\$250	100	847 1/2	April 700	Oct. 815	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$215	12,000	\$100	60	20	April 192 1/2	Jan. 215	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurance.								
China Fire Ins. Co., Ltd.	\$150	20,000	\$100	70	160	July 140	Oct. 150	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$395	8,000	\$250	60	395	Feb. 368	April 395	\$27 for 1912
Shipping.								
China & Manila S.S. Co., Ltd.	\$19	30,000	\$25	all	10	Jan. 5 1/2	Dec. 6	\$1 for 1906
Douglas Steamship Co., Ltd.	\$19	20,000	\$50	all	36	Mar. 27 1/2	Nov. 29	\$3 for year ending 30/6/14
Hongkong C. & M.S.S. Co., Ltd.	\$19 1/2	80,000	\$15	all	29 1/2	Jan. 22	Dec. 19 1/2	Interim of 50 cts. for 1/2 year ending 30/6/14
Indo-China Steam Navigation Co., Ltd.	\$6	60,000	£5	all	79	Jan. 50	Sept. 66	Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	\$80/-	3,797,610	£1	all	106/-	Feb. 70/-	Sept. 80/-	Interim of 1/- a/c 1915 C.No. 23
Star Ferry Company, Ltd.	\$37	40,000	\$10	all	49	Mar. 40	Nov. 37	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.								
China Sugar Refining Co., Ltd.	\$93	20,000	\$100	all	86 1/2	Feb. 70	Nov. 93	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$14 1/2	7,000	\$100	all	31	Jan. 17	Dec. 14 1/2	\$3 for 1897
Mining.								
Kailan Mining Admin'n. Co., Ltd.	32/-	1,000,000	£1	all	41/-	Feb. 33/6	Dec. 32/-	Final of 5% Coupon No. 4 making 10% for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	\$3	200,000	£1	all	3.10	Jan. 1.90	Nov. 3	1/2 for 1909
Trench Mines Ltd.	25/6	160,000	£1	all	39/-	Feb. 19/6	Nov. 25/6	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns.								
Hongkong & K.W. & G. Co., Ltd.	\$69	60,000	\$50	all	89	Jan. 73	Nov. 69	\$3.50 for year 1913
H'kong & Whampoa D. Co., Ltd.	\$57	50,000	\$50	all	77	Jan. 53	Oct. 57 1/2	\$3 dividend for year 1913
Shai Dock & Eng. Co., Ltd.	\$1	65,700	£100	all	60	July 50	Dec. 51	Tls. 5 for 1913
Shai & H'key W. Co., Ltd.	\$1	66,000	£100	all	109	Jan. 82 1/2	Dec. 91	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.								
Anglo French Lands	\$124	25,000	£100	all	120	July 120	Dec. 124	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd.	\$124	12,000	\$50	25	128	July 120	Dec. 124	\$3.50 for half year ending 30/6/14
H'kong Land Investment Co., Ltd.	\$110	50,000	\$100	all	117 1/2	July 98	Nov. 110	\$3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	\$74	150,000	\$10	all	94	Jan. 7	Nov. 74	50 cents for 1913
K'loon Land & Building Co., Ltd.	\$44	60,000	\$50	all	45 1/2	Jan. 44	Feb. 44	\$2.80 for 1913
Shanghai Lands	\$101	78,000	£50	all	98	Dec. 89	Oct. 101	Interim of 5 p.c. for year end 30.6.13
West Point Building Co., Ltd.	\$68 1/2	12,500	\$50	all	73	June 66	Feb. 68 1/2	\$2.25 for half year ending 31.12.14
H'kong Central Estates	\$95	10,000	\$100	all	95			\$4.08 for 7 months ending 31.12.14
Cotton Mills.								
Ewo Cotton S. & W. Co., Ltd.	\$131	20,000	£50	all	138	July 125	May 131	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	\$8	125,000	\$10	all	84 1/2	Mar. 7	June 6	50 cents 31/7/08
Kung Yik	\$11 1/2	75,000	£10	all	144	Jan. 11	Mar. 11 1/2	Tls. 1.20 for year ending 30/11/14
Loan Kung Mow	\$72	8,000	£100	all	110	Feb. 70	May 72	Tls. 12 for 1913
Shanghai Cottons	\$84	40,000	£50	all	135	Feb. 79	Nov. 84	Tls. 10 for year ending 30/6/13
Miscellaneous.								
China Borneo Company, Ltd.	\$11	60,000	\$12	all	12	May 10	Dec. 11	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4	50,000	\$5	all	4.90	July 4	April 4	6% for year ending 28.2.06
Do. (Spec. shares)		50,000	\$1	all				70 cts. for 1913.
China Prov. L. & M. Co., Ltd.	7.95	200,000	\$10	all	9	Jan. 7	Nov. 7.95	\$1.30 for year ending 31/7/14
Dairy Farm Company, Ltd.	\$35	40,000	£7 1/2	all	39	June 35	Aug. 35	40 cts. for 1911.
Green Island Cement Co., Ltd.	\$34	400,000	\$10	all	6.90	Jan. 5	Dec. 5 1/2	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	\$37	90,000	\$70	all	49	Jan. 36	Nov. 37	Interim of \$2 1/2 a/c 1914
Hongkong Ice Company, Ltd.	\$190	5,000	\$35	all	217 1/2	July 174	Dec. 190	\$2 for 1913
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	25	June 22	Apr. 25	Final div. of 6d. making 7 1/2 p.c. for 1913
Hongkong Tramway Co., Ltd.	\$4	325,000	5/-	all	13/-	July 7/-	Feb. 5 1/4	Interim of T. 1 making T. 2 a/c 1913
Langkats	\$40	260,000	£10	all	64 1/2	Mar. 28	Dec. 40	80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	10 1/4	Jan. 9 1/4	June 10	None
Do. (New)	\$1	50,000	\$10	all	93	Jan. 75	Dec. 81	\$1.50 for 1910.
Philippines Ld.	\$5	75,000	\$10	all	10			None
H. Price & Co., Ltd.	\$6	13,200	\$50	all				None
Societe des Pulpes et Papier-teries du Tonkin	\$20	20,000	\$5	all	5.00	June 4	Nov. 4	35 cts. for year ending 31/5/14
Steam Laundry Co., Ltd.	\$4	50,000	\$10	all	22 1/4	Feb. 17	Jan. 18	\$1.25 per share for year ending 31.12.1913
Union Water-boat Co., Ltd.	\$18	90,000	\$10	all	8 1/2	April 6.90	Dec. 7	70 cts. for 1913
Watson and Co., Ltd.	\$7	2,100	\$7	all	9 1/2	Jan. 6 1/2	Dec. 6 1/2	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
William Powell, Limited.	\$6 1/2	6,000	\$25	all	30	June 29	Dec. 29	\$1. Interim a/c year 31.8.14
S. C. Morning Post	\$29							

WRIGHT & HORNBY,
Share and General Brokers.

6, Des Voeux Road Central Tel. address, Rectitude.

CORRECTED TO NOON FEB. 9, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling	Demand India	133 1/2	T/T Franco	2.21	Gold Leaf port	\$57.70
T/T	T/T Bombay	133 1/2	Demand Paris	2.21 1/2	Sovereign	\$11.10
Demand	Demand Bombay	133 1/2	On Haiphong	6 1/4	Bar Silver ready	\$22.9/16
30 d/s	T/T Calcutta	133 1/2	On Saigon	6	forward	
60 d/s	Demand Calcutta	133 1/2	On Bangkok	8 1/2		
4 m/s	Demand Manila	87 1/4	Buying			
T/T Shanghai	T/T San Fco & N.Y.	43	4 m/s L/C	1/9 1/2		
Private 30 d/s	Demand New York	43 1/8	4 m/s D/P	1/10		
T/T Singapore	T/T Java	107	6 m/s L/C	1/10 1/4		
T/T Japan	T/T Marks	Nom.	30 d/s San Fco & N.Y.	44 1/4		
T/T India	Demand Germany		4 m/s Marks	Nom.		
			4 m/s France	2.32		
			6 m/s do	2.37		

February 8th.

SUBSIDIARY COINS.

Chinese	20 cts. pieces	\$20 1/2
Chinese	10 "	\$20 1/2
Hongkong	20 cts. pieces	\$15 1/2
Hongkong	10 "	\$15 1/2

BANKS.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BOMBAY, LONDON,
CALCUTTA, MANILA,
CANTON, PANAMA,
CEBU, PEKING,
COLON, SAN FRANCISCO,
HANKOW, SHANGHAI,
HONGKONG, SINGAPORE,
KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Shanghai, Tientsin, Yokohama.
Agencies at: Nagasaki, New York, Osaka, Peking, Rangoon, San Francisco, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS	EVERY 15 MIN.
7.00 AM to 8.00 AM	15 MIN.
8.00 AM to 9.00 AM	15 MIN.
9.00 AM to 10.00 AM	15 MIN.
10.00 AM to 11.00 AM	15 MIN.
11.00 AM to 12.00 PM	15 MIN.
12.00 PM to 1.00 PM	15 MIN.
1.00 PM to 2.00 PM	15 MIN.
2.00 PM to 3.00 PM	15 MIN.
3.00 PM to 4.00 PM	15 MIN.
4.00 PM to 5.00 PM	15 MIN.
5.00 PM to 6.00 PM	15 MIN.
6.00 PM to 7.00 PM	15 MIN.
7.00 PM to 8.00 PM	15 MIN.
8.00 PM to 9.00 PM	15 MIN.
9.00 PM to 10.00 PM	15 MIN.
10.00 PM to 11.00 PM	15 MIN.
11.00 PM to 12.00 AM	15 MIN.

SATURDAY

Early Car at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexander Building, Des Voeux Road

CIGARETTE & TOBACCO FUND FOR THE ALLIED FORCES AT THE FRONT.

Will those Ladies and Gentlemen who hold Subscription Lists kindly send them to be entered up to one of the following:—
"South China Morning Post"
"Hongkong Telegraph"
Geo. J. B. Sayer,
19, Queen's Road Central.

APPEAL.

As the Committee are sure that many Ladies and Gentlemen are in sympathy with this movement to give a little comfort to the Allied forces who are fighting our battles, donations will be thankfully received, and Subscription Lists can be obtained from any of the above.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
RESERVE FUNDS:
Sterling £1,500,000 at 2/-
" \$15,000,000
Silver \$18,000,000

Reserve Liability of Proprietors \$15,000,000
COURT OF DIRECTORS.
Hon. Mr. D. Landale, Chairman,
W. L. Pattenden, Esq., Deputy Chairman.

S. H. Dodwell, Esq.,
G. T. M. Edkins, Esq.,
C. S. Gubbay, Esq.,
F. H. Holyoak, Esq.,
J. A. Plummer, Esq.,
Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. Stabb

MANAGER
Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

BRITISH COMPANY
REGISTRATION IN CHINA

The New Order-in-Council.

The question of the control of British companies in China by the Consular authorities has been seriously discussed for some time past, especially in view of the notorious fact that the British authorities in China were not able to exercise any adequate control over such companies, says the *N. O. Daily News*. Of course, it was open for an aggrieved party to take the matter to Court; but the process was tedious, and, in several instances, the mischief had already been done, while the executive authorities on the spot in China were unable to prevent it. The amended Order-in-Council fills a long-felt want; and, coming at the present time, its significance is undoubted.

The question of a special register of companies in the Consulate at Shanghai or in other ports of China has long been discussed—although up to now practically nothing had been done.

An Anomalous Situation.

The situation hitherto has been as follows. A company pays a certain registration fee in London or Hongkong and registers itself under the Companies' Acts. So long as the fees were paid, the authorities in British territories did not concern themselves as to who the directors or management were, because everybody was under the jurisdiction of the regular courts. But when, with the aid of such registrations, the companies began to operate in China, the question became much involved.

There have been instances of companies registered in London as limited liability companies, all the directors being Germans or Austrians. That company operates in China as a British company, while not one of its officers is amenable to the discipline of the British Court. Or again, there are companies, nominally British, and registered in Hongkong; all their businesses are in Shanghai and other Chinese ports. Hence there arose the curious spectacle of British authorities being powerless to control "British" companies.

Further, under the old regime, the executive authorities had no knowledge whatsoever of the standing of many "British" companies, and they were unable to obtain much of the needed information. So long as by merely registering in London or Hongkong, the companies became British the Consular authorities, say, in Shanghai, had no power to ask for any information. Even under the Hongkong Ordinances, the company registered once as a British company remains British, whatever radical changes may take place in the management; and there was no power to refuse registration so long as the fees were paid and no direct delinquency was proved against the management of the company.

New Powers of Control.

The new regulations under the Amended Order-in-Council will remedy this state of affairs. The executive has a right to demand registration and the needed information about companies, registered as British, whether in England or in any other British possession. If the executive has reason to be dissatisfied with the position of the company, or if it believes that it is only nominally British, it can refuse registration in China. By refusing registration, the Consular authorities do not afford British protection to such companies. This is purely a question of prerogative, and has no connection whatever with legal procedure. Protection of British subjects in places other than His Majesty's dominions is purely a Royal prerogative; if the executive authorities have reason to withdraw protection from a company, or individual, they can always do so by obtaining the sanction of the Secretary for Foreign Affairs.

It is notorious again that several of the so-called British companies operating in China are obtaining more credit and protection than they deserve, because very little is known to the authorities about them. Once the registration becomes an accomplished fact,

MANILA NEWS.

Wu Ting Fang Honoured.
Governor General Harrison, Major General Barry, several members of the Philippine Commission, and other local personages have signified their intentions to attend the luncheon to be given by the Manila Merchants' Association in honour of Dr. W. A. Ting-fang and Captain Robert Dollar. From Hongkong to Manila.

Mrs. F. McIlhenny, wife of the chief agent of the bureau of interior revenue, accompanied by her daughter, arrived on the steamer Loongang from Hongkong. Major and Mrs. Cloman.

Major Sydney Ames Cloman, of the U.S. Army, formerly serving as military attaché at the Court of St. James' and afterwards connected with the Panama Pacific Exposition Board, has arrived in Manila from the homeland via Hongkong. Major Cloman was accompanied by Mrs. Cloman.

Curious Serenade.
A number of Igorots in Manila at the present time attending the Carnival, called at the house of the secretary of the interior recently to serenade him. Taking a band of about 18 pieces with them, they appeared at the house in their picturesque costumes about half past six and after playing several selections, which they rendered with great ability, they were invited to a repast of sandwiches, cake and ice cream, of all of which they ate heartily. They left at half past seven, declaring that they had spent a very pleasant evening and extending hearty thanks to the secretary of the interior for his kind reception.

The party consisted of Bontoc and Benguet Igorots.

Fire at Pasig Destroys 110 Houses.

A fire of unknown origin destroyed 110 houses and caused a loss approximating P. 80,000 in the town of Pasig, according to a report received at the Manila consular headquarters. A report from Governor Melendres of Rizal province, however, says:—
The barrios of Bambang and San Jose were the sufferers; 93 houses being burned down. The total loss cannot be estimated at less than P. 70,000. The origin of the fire is at present the subject of an investigation. No lives were lost.

A Stiff Sentence.

For stealing six carnival masks of a ruddy hue, valued at \$2.40, from J. Berg's Plaza lunch room, Manila Tong Neg, 12 years old, a Chinese waiter, was sentenced to Loloombay for two years, in the municipal court.

Manila Man Joins German Army.
According to a cablegram received recently by a German friend in this city, Captain Oscar F. Prens, formerly of the Philippine Constabulary, is now in Europe and is probably at present a commissioned officer in the Kaiser's Army. Captain Prens left here two months ago for the Fatherland via Japan and the United States. It was reported that he had been detained in Japan, but a cable received advised that he had reached Genoa, Italy, and was on his way to Germany. —*Cablenews.*

the public will also be protected against being imposed upon.

It is only too true that British prestige in China has been considerably hurt by the so-called "British" companies, which in many cases are not at all under British management.

Another Order in View.
This amendment to the Order-in-Council refers to all British companies. It may not be generally known that another Order-in-Council dealing purely with China companies and those registered in Hongkong especially is expected very shortly. That Order will give special powers to do away with the abuses which have prevailed in company management in Shanghai.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates at **SANDAKAN & SEBATTIK** (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to attend the letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

3. Shipping Companies must not receive for the Public for inclusion in their ships' Papers any letters from consignees' letters which should be left open for inspection when required.

4. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

5. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

War risks are not covered by postal registration or insurance.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL LETTERS KEPT WITHIN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES, UNLESS THE LETTERS ARE REGISTERED, BOXES OR PACKAGES FOR BELGIUM, BRAZIL, GREECE OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Tsingtau.

The Public are informed that Gold and Silver in Gold or Bullion & Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports & Exports.

British Postal Orders are now on sale at the Sai Yung Poon Branch Post Office.

The Chenana, with the mail from London (via Siberia) of Tuesday, the 5th inst. is due to arrive here, to-morrow.

The Malta, with the English Mail left Singapore on Sunday, the 7th inst., and is due to arrive here on Friday, the 12th inst. at 3 p.m.

MAILS DUE.

Siberian, Chonan, 10th inst.
English, Malta, 12th inst.

MAILS CLOSE TO-MORROW.

Pakhol & Halphong—Per HANOI, 10th Feb. 11 a.m.
Swatow—Per HAIMUN, 10th Feb. noon.
Ningpo, Shanghai & N. China—Per PAKHOL, 10th inst., 4 p.m.
Hailow, & Halphong—Per LOKSANG, 10th inst., 4 p.m.
Shanghai & North China—Per HANGSANG, 10th inst., 4 p.m.

THURSDAY, 11th Feb.

Straits, Colombo, Malacca, & U. Kingdom—Per KAMO M., 11th inst., 11 a.m.
Swatow, Amoy & Foochow—Per KAIJO MARU, 11th Feb., 11 a.m.
Straits—Per CHINESE PRINCE, 11th Feb., 1 p.m.

Shanghai and North China (Europe via Siberia) Per LUOHOW, 11th Feb., 3 p.m.

(Tientsin-Pukow Services Shanghai Br. F.O. Monday, 15th Feb.)
Amoy & Foochow—Per HAITAN, 11th Feb., 3 p.m.

FRIDAY, 12th Feb.

Sandakan—Per MAUSANG, 12th inst., 10 a.m.
Swatow—Per HAIYANG, 12th inst. noon.
Batavia, Samarang, Sourabaya and Port Morobay—Per TIKEMBANG, 12th Feb., 3 p.m.

SATURDAY, 13th Feb.

Straits, Burmah, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe (via Aden)—Per LATO, 13th inst., 10 a.m. Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The parcel mail will be closed on Thursday the 12th inst. at 8 p.m. Per PHILIPPINE IS., Per LOONGSANG, 13th inst., 3 p.m.

Shanghai & North China—Per SHAOHING, 13th inst., 4 p.m.

Shanghai, and North China (Europe via Siberia)—Per OHENAN, 13th inst., 4 p.m.

(Tientsin-Pukow Railway Shanghai Br. F.O. Thursday, the 18th Feb.)

SHIPPING NEWS.

ARRIVED.

Loongang, Br. ss. 1,032, Loak, 9th inst.—Manila, Gen.—J. M. & Co.

Hulchow, Br. ss. 1,222, Shans, 9th inst.—Hulchow, 7th inst., Gen.—B. & S.

Chinese Prince, Br. ss. 3,128, H. J. Davis, 8th inst.—Shanghai, 7th inst., Gen.—S. T. & Co.

Tango Maru, Jap. ss. 4,634, K. Soyeda, 9th inst.—Manila, Gen.—N.Y.K.

Takata Maru, Jap. ss. 4,303, J. Deans, 8th inst.—Singapore, 2nd inst., Gen.—N.Y.K.

Benvenue, Br. ss. 2,365, Kroble, 9th inst.—Singapore, 2nd inst., Gen.—G. L. & Co.

Hangsang, Br. ss. 1,359, Wilde, 9th inst.—Swatow, 8th inst., Gen.—J. M. & Co.

DEPARTED.

February 8.

Kongasan Maru for S. Fisco via Manila
Isukushima Maru for Milke
Hikosan Maru for Wakamatsu
Talyo Maru for Dairen via Chaofo
Hercules for Chinwantao
Dajin Maru for Tamsui via Swatow
Kawachi Maru for Kobe via Shanghai
Kiangchow for Shanghai
Kumsang for Kobe via Shanghai
Haimun for Swatow
Java Maru for Bombay via Singapore
Uma Maru for Kobe
Cordillere for Marseilles via Saigon

CLEARANCES AT THE
HARBOUR OFFICE.

February 8.

Sado Maru for Seattle via Shanghai

February 9.

Nippon Maru for San Francisco
Hue for Halphong via K. C. W.
Kiangchow for Shanghai
Taming for Hailow via Manila
Tijmanek for Milke via Shanghai
Hailow for Foochow via Swatow

PASSENGERS ARRIVED.

Per ss. Loongang from Manila—Messrs Beattie, Wilson, Smith, McE. drell.
Per ss. Tango Maru from Manila etc.—Mr & Mrs P. Bartley, Mrs H. E. Clark, Mrs E. Fawcett, Messrs E. F. Cook, G. Quinco, G. A. Reid, Miss J. H. Williams, A. H. Ung, Chun Gon-kee, Lee Kee, P. J. Toole.
Per ss. Hangsang from Shanghai etc.—Mr H. O. Taylor & Mrs Liddy.

PASSENGERS DEPARTED.

Per ss. Sado Maru for Seattle etc. on Feb. 9—Mrs T. O. Welch, Miss I. H. Wilcham, Mrs P. E. Fort, Mr & Mrs Bartley, Mr & Mrs H. E. Clark, Miss J. H. Williams, Mr & Mrs Pearson, Birbeck, Miss N. Moore, U. Motomura, A. O. Sawara, S. Takahashi, Ko-Pu-ju, Ng Man-wai, Pon Pak-chau, T. Uno, K. Yabuoka, Miss S. Yoshimoto, Mrs G. D. Sharrhorst, Miss M. L. Sharrhorst, & Miss H. E. Sharrhorst.

SUNDAY, 14th Feb.

Swatow, Amoy, Formosa via Tamsui—Per DAIGI M., 14th inst. 9 a.m.

MONDAY, 15th Feb.

Philippine Islands, Australia, New Zealand, Tasmania, and New Guinea via Thursday Is.—Per HITACHI M., 15th Feb. 10 a.m.

TUESDAY, 16th Feb.

Swatow, Amoy, Ningpo and Takao—Per SOSBU M., 16th inst., 4 p.m.

THURSDAY, 18th Feb.

Swatow, Amoy & Tamsui—Per DAJIN MARU, 18th inst., 11 a.m.
Philippine Is.—Per CHINHUA, 18th inst., 3 p.m.

FRIDAY, 19th Feb.

Philippine Is., Timor, Australia, Tasmania, New Zealand & New Guinea via Thursday Is.—Per ALDENHAM, 19th inst. 10 a.m.

TUESDAY, 23rd Feb.

Philippine Is.—Per SUNOKIANG, 23rd Feb., 3 p.m.

WEDNESDAY, 24th Feb.

Shanghai, North China, Japan, S. Fisco, United States, S. Fisco, American, Victoria, B.C. & U. Kingdom via Canada, George via Siberia—Per MONTA, 24th inst., 1 a.m.
(Tientsin-Pukow Railway Shanghai Br. F.O. Monday, the 1st March.)

Oysters, Fresh, Fried or Stewed
Finden Haddock, Kippers &c.
ALEXANDRA CAFE

WEATHER REPORT.

On the 9th at 11.35—The depression which was situated over the Loochoos yesterday morning has moved rapidly north-eastward. At 6 a.m. this morning it was central to the west of Hokkaido.

A depression lies over S.W. China and Indo-China.

An anticyclone appears to be forming over N.E. China.

Pressure is nearly stationary in southern districts.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. S. winds, moderate; cloudy.

2 Formosa Channel. N.E. winds, fresh.

3 South coast of China between H.K. and Lamook. Light to variable winds.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

9th Feb., a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Wootock 7a 29.77 34 100 100 100 100 100

Nemuro 6a 29.58 34 100 100 100 100 100

Hokodate 29.85 34 100 100 100 100 100

Tokyo 29.86 34 100 100 100 100 100

Kochi 29.87 34 100 100 100 100 100

Nagasaki 29.92 34 100 100 100 100 100

Kyushu 29.99 34 100 100 100 100 100

Naha 29.99 34 100 100 100 100 100

Yokohama 29.97 34 100 100 100 100 100

Shanghai 29.95 34 100 100 100 100 100

Chaofo 30.12 26 89 w 2 chs

Wharfedale 30.18 32 100 100 100 100 100

Shanghai 30.15 34 100 100 100 100 100

Guilford 30.03 50 93 no 3 ch

Sharp P. 30.09 57 94 on 3 ch

Amoy 30.01 50 94 no 1 b

Swatow 30.02 50 94 no 0

Taihou 30.06 50 94 no 0

Taichu 30.01 50 94 no 0

Taiwan 30.01 50 94 no 0

Koshu 30.02 50 94 no 0

Fores 30.00 50 94 no 0

Caston 29.93 65 95 n 1 o

H'kong 29.94 71 94 n 0 f

Gap Rock 29.93 68 94 n 2 f

Macao 29.91 68 94 n 1 o

Wuchow 29.89 70 94 n 3 o

Pakhol 29.83 75 94 n 5 b

Hailow 29.87 72 94 n 4 c

Phulien 30.01 71 94 n 1 b

Amoy 30.00 67 94 n 1 b

Manila 29.99 78 94 n 1 b

Legaspi 30.03 81 94 n 1 b

Hailow 30.04 82 94 n 1 o

Labuan 30.04 82 94 n 1 o

T. F. Claxton, Director.

Hongkong Observatory, Feb. 9.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation; the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q quality, r rain, s snow, t thunder, v visibility, w dew wet.

6 Rain in inches, tenths and hundredths.

H.K. Observatory, 9th February.

T. F. CLAXTON, Director.

TIDE TABLE.

8th Feb. to 14th Feb. 1915.

High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

Mean. High Water. Low Water.

MAIL STEAMERS

THE PENINSULAR
AND ORIENTAL S. N. CO.
ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS or about the DATES named—

For	Steamers	To Sail On	Remarks
LONDON via Usual Ports of call	Oriental Capt. A. L. Valontini	noon 12th Feb.	Freight & Passage
SHANGHAI	Malta Capt. G. W. Cockman R.N.R.	about 12th Feb.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Namur Capt. A. Collyer	about 20th Feb.	Freight & Passage
LONDON via S'pore, Penang, Colombo, Port Said and Marseilles	Namur Capt. A. Collyer	10 a.m. 31st Mar.	Freight & Passage

Subject to alteration without notice.

All steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to

E. A. Hewett,

Superintendent.

P. & O. S. N. Co.'s office,

Hongkong, 30th Jan., 1915

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MODERN HIGH POWERED OPERATING TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

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